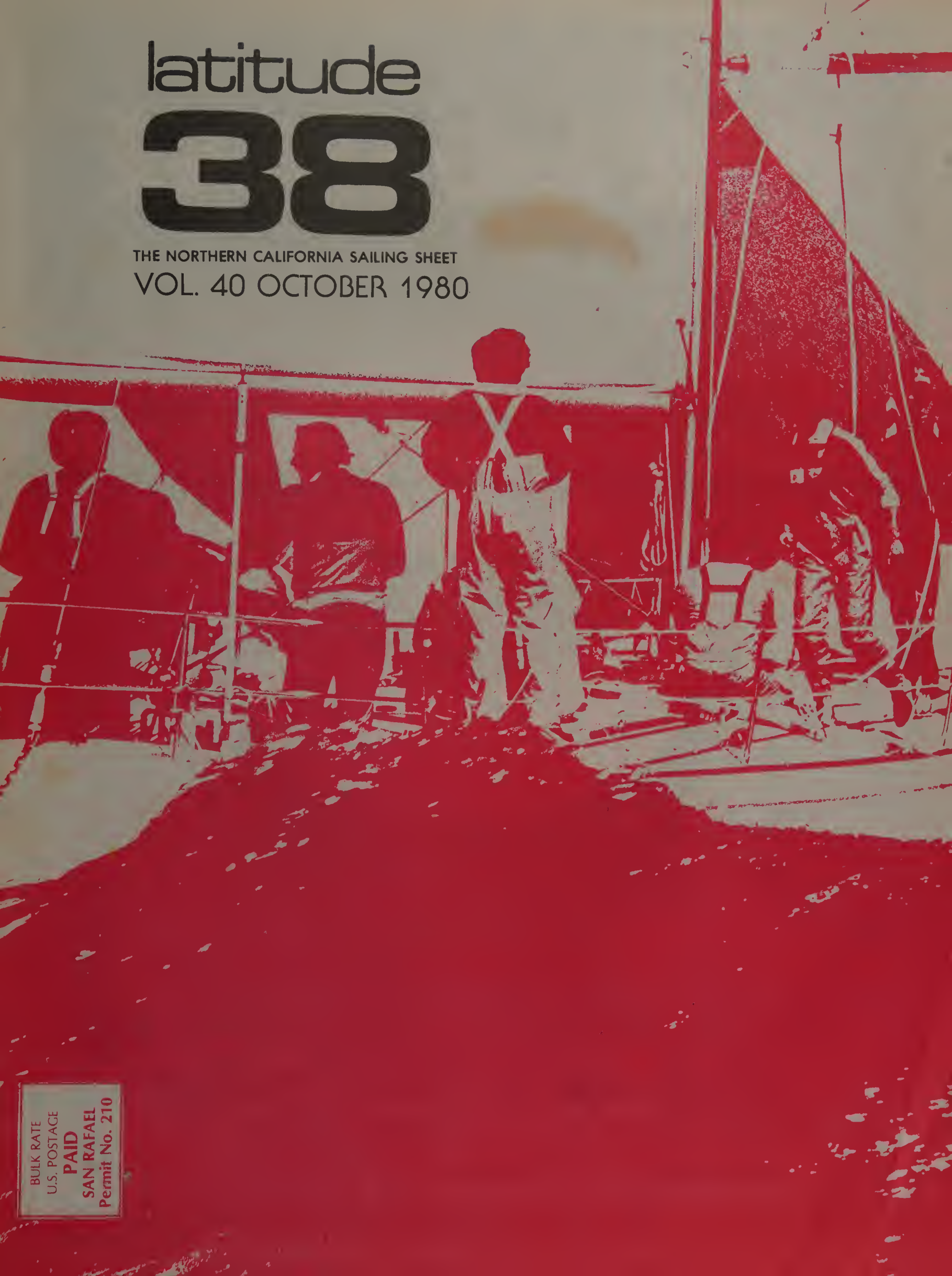


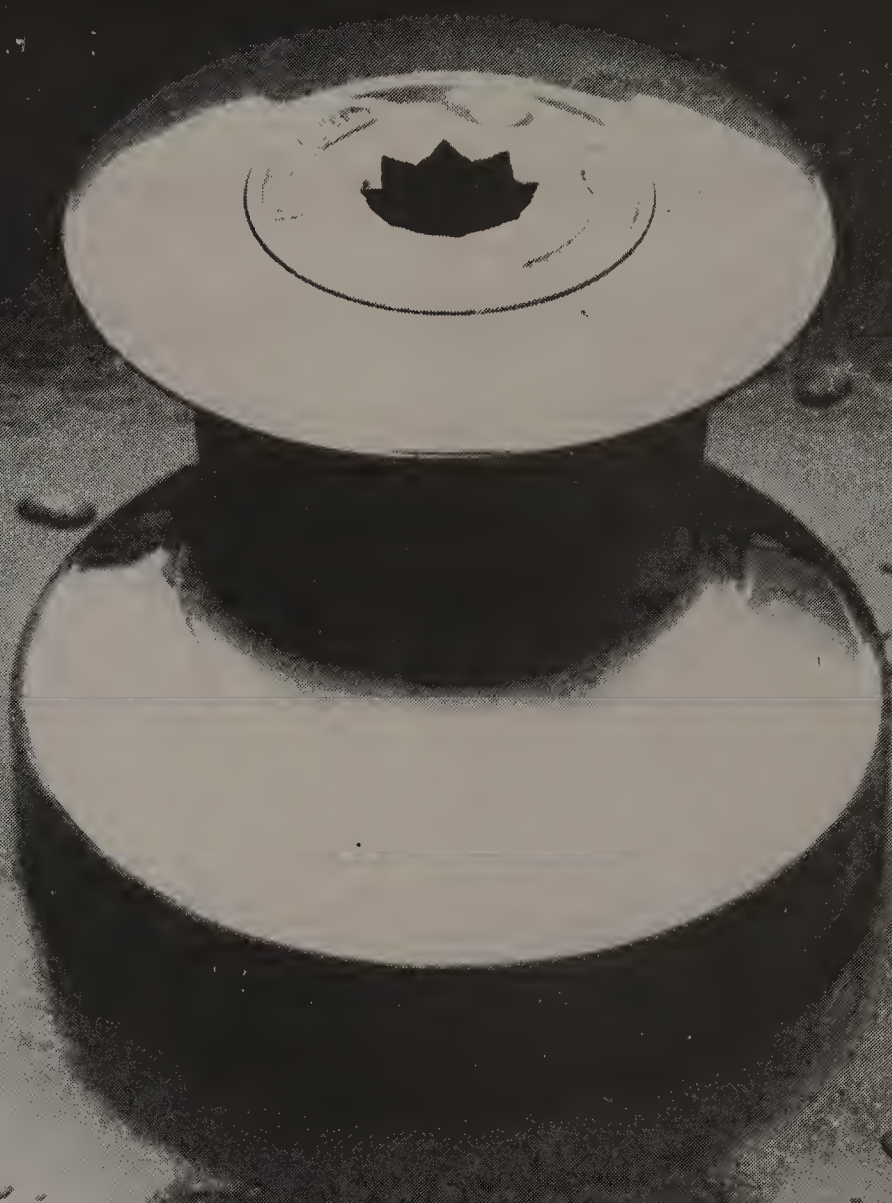
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VOL. 40 OCTOBER 1980



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Their enthusiasm has paid off. **Banana Republics** solidly won the S.Y.R.A. season championship, and Del and his group deserve a great deal of credit. The Moore 24 fleet is a difficult one with a number of very fine sailors.

[. We'll never know whether Del named his boat after the tiny independent Micronesian islands whose entire economies are encompassed by a few bananas, or after the well known rock group. We'll assume that the Banana Republics named themselves after Del's boat]

Richards and van Heeckeren is proud to be the sailmaker for **Banana Republics**, and we want to thank Del for giving us the opportunity to be a part of his efforts.

PHOTO BY CHRISS POULSEN



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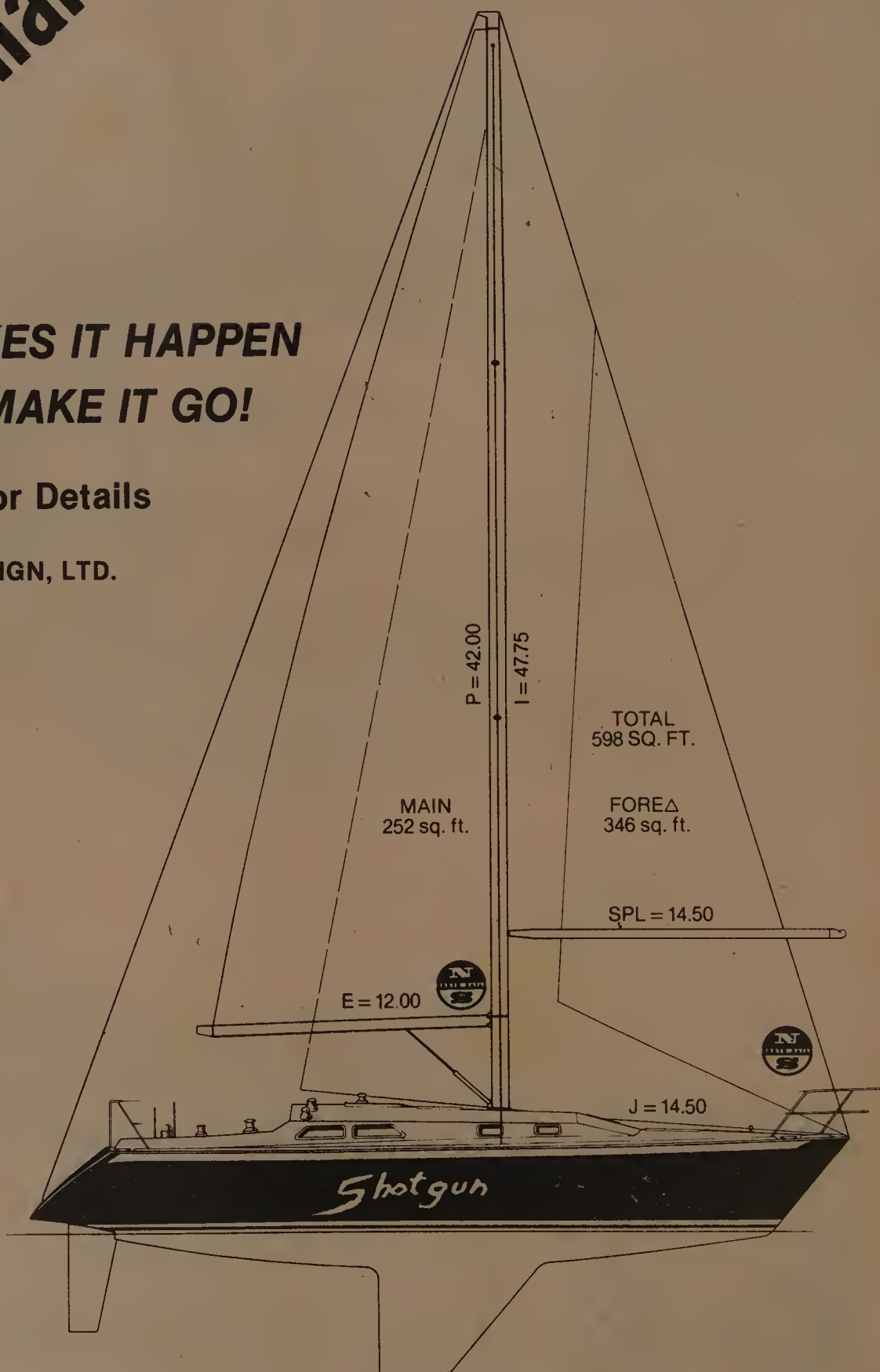
SPECIFICATIONS

| | |
|--------------|------------------|
| LOA | 35'7" |
| LWL | 29'0" |
| Beam | 11'10" |
| Draft | 6'3" |
| Displacement | 11,600 lbs. |
| Ballast | 5,230 lbs. |
| External | 4,650 lbs. |
| Internal | 580 lbs. |
| Auxiliary | 3 cyl 24 hp Dsl. |
| Water | 70 Gal. |
| Fuel | 50 Gal. |

| | |
|----------------------|-------------|
| Masthead Rig | |
| Total Sail Area | 598 sq. ft. |
| 100% Fore Triangle | 346 sq. ft. |
| Main | 252 sq. ft. |
| I | 47.75' |
| P | 42.0' |
| E | 12.0' |
| J | 14.5' |
| Projected IOR rating | 27.9 |



Alameda

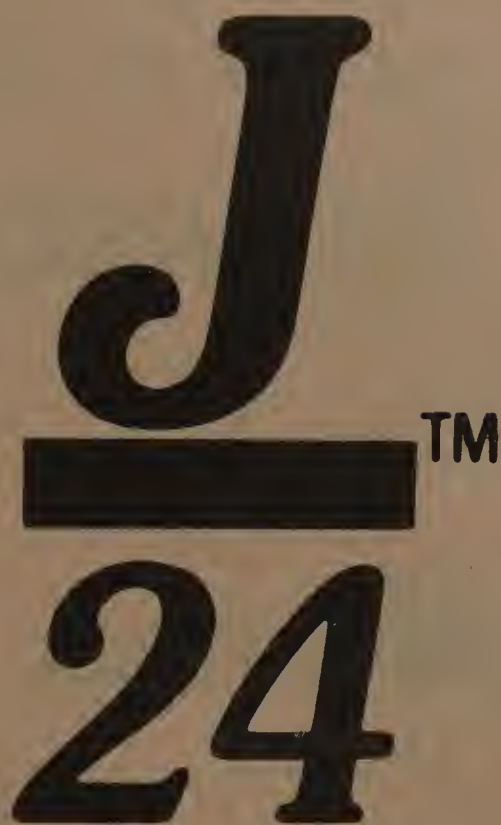


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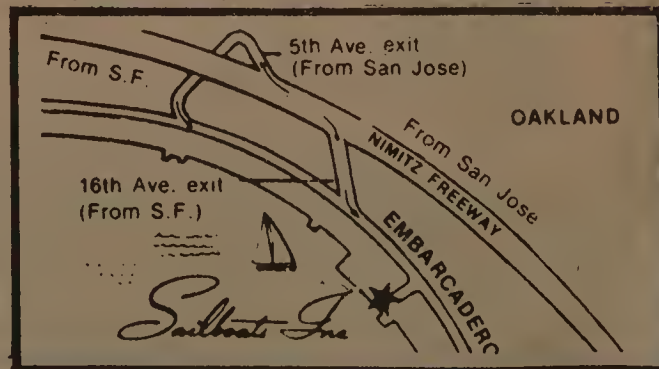
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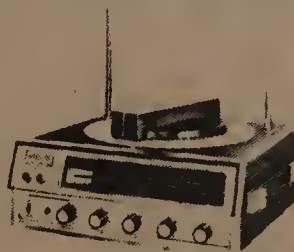
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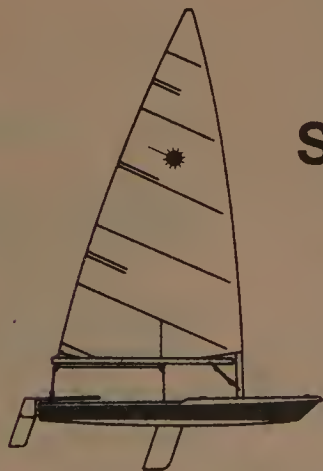
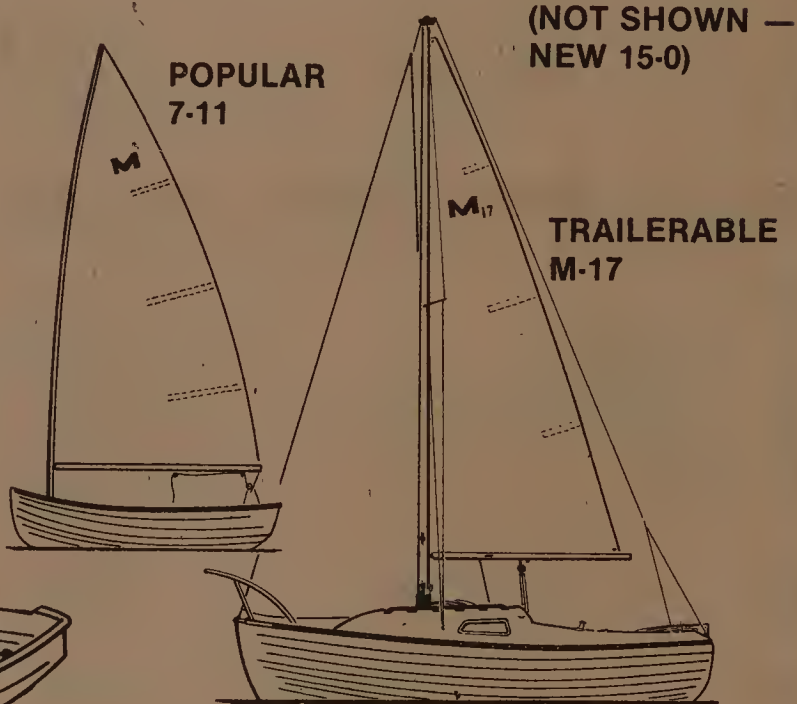
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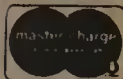
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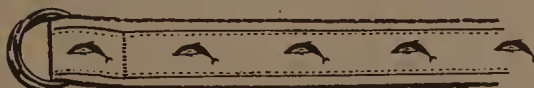
Here are good ideas for Fall yachting pleasure. Why not get an early start on Christmas by selecting from our current full stocks — at October prices?



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D — DUFFEL BAGS. Tough, water-repellant Cordura nylon. Navy blue with gold straps and trim.

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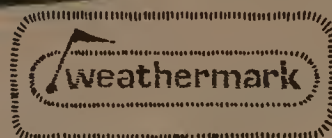
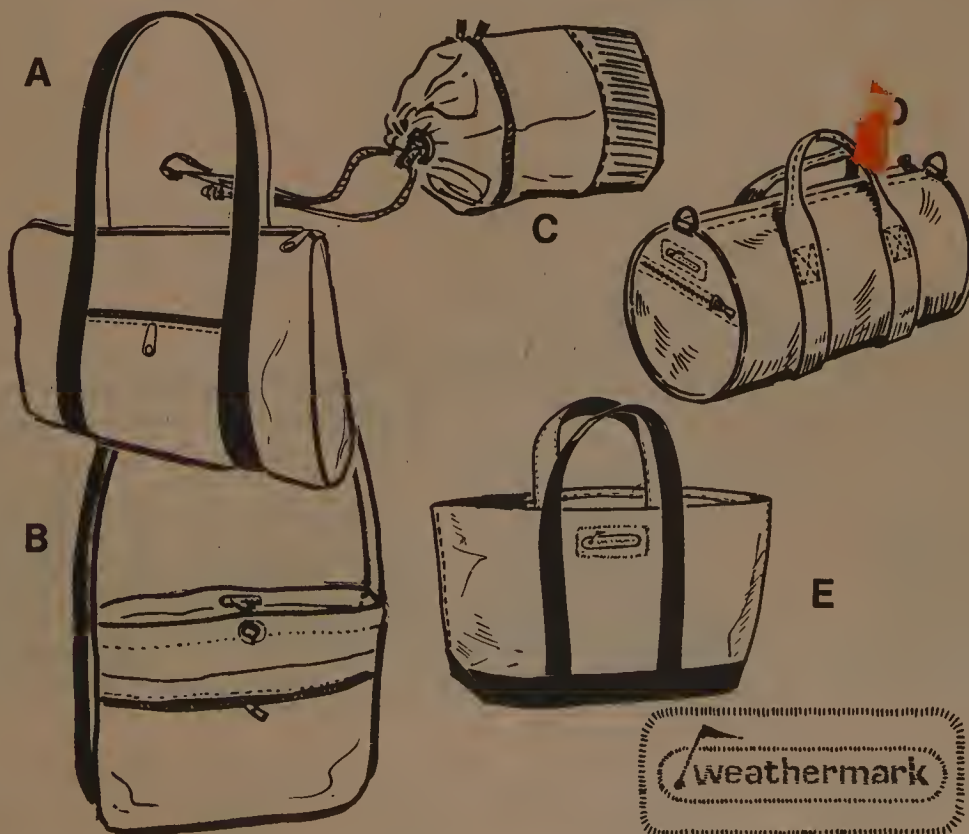
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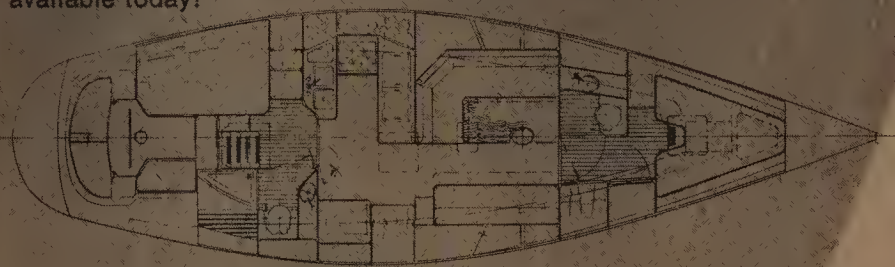
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| | |
|-------------------------------|---------------|
| L.O.A..... | 36'0" |
| L.W.L..... | 30'1" |
| Beam..... | 11'6" |
| Draft..... | 5'0" |
| Rated Sail Area (sloop) | 595.2 sq. ft. |
| Rated Sail Area (ketch) | 705.3 sq. ft. |
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HOOD STOWAY MAST WINS THE 1980 OSTAR



Phil Weld, 1980 OSTAR winner, says
"Stoway absolutely revolutionizes
sailing. I'm never going anyplace
without a Stoway Mast."

Phil Weld, at 65, is in his prime. He is in the forefront of multihull development and the acknowledged leader in design and performance. This year he proved it. He not only won the 1980 Observers Singlehanded Trans Atlantic Race, but beat the previous record by 2½ days!

To win he outperformed a lot of younger sailors, but none better-equipped. *Moxie* was "Hood from the deck up." A Hood Stoway mast, two Sea Furl headsail systems and Hood sails.

Phil chose the Stoway mast for its efficiency. He chose Hood Yacht Systems because of their reputation for well-engineered products that perform reliably in all conditions. Phil attributes much of his success in winning the race to Stoway.

The North Atlantic is a rough place and racing singlehanded is intense. *Moxie* ran the gamut. Winds over 35 knots then poof...becalmed. Cascading waves

and flat water. The Stoway mast allowed Phil to easily handle the diversity of these conditions from the safety of *Moxie's* cockpit. As he put it, "I had exactly the right amount of sail every time."

Think of the time and effort he saved. Stoway allowed him to adjust speed and keep the boat under control at all times. Foot and luff tension could be adjusted to optimize sail shape as the conditions varied. Helm balance and angle of heel were controlled by adjusting mainsail area. Walter Greene, the trimaran's builder, described the Stoway as acting like *Moxie's* throttle. Perfect control all the time.

During the entire 17 days, 23 hours and 12 minutes it took Phil to win the 1980 OSTAR he never changed sails once. That was a considerable saving. No sails to hoist. No valuable stowage space lost to extra sail inventory. No dangerous

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Watch for Phil's movie, *The American Challenge* produced by the New Film Company.



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Congratulations to this year's winners



John Paxton
'Sassanach'
First,
MORA Spring Series,
Section I



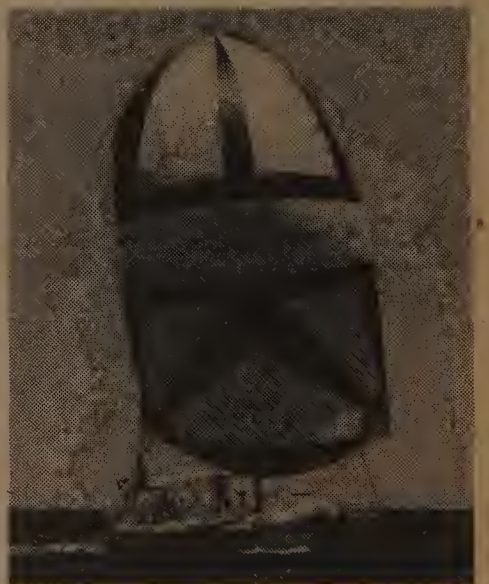
Carl Schumacher
'Summertime Dream'
First,
1/4-Ton North Americans



Chris Corlett
'Sporting Green'
First,
Larry Knight
MORA First O.A., Sec. II



Rolfe Croker
'Scaramouche'
Danforth Series
First, Sec. I, First Overall



Bill Twist
'Stuff'
Danforth Series
First, Sec. II

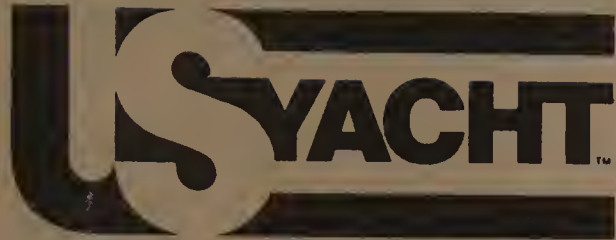


Stan Reisch & Bill Munro
'Leading Lady'
S.F. Perpetual Cup



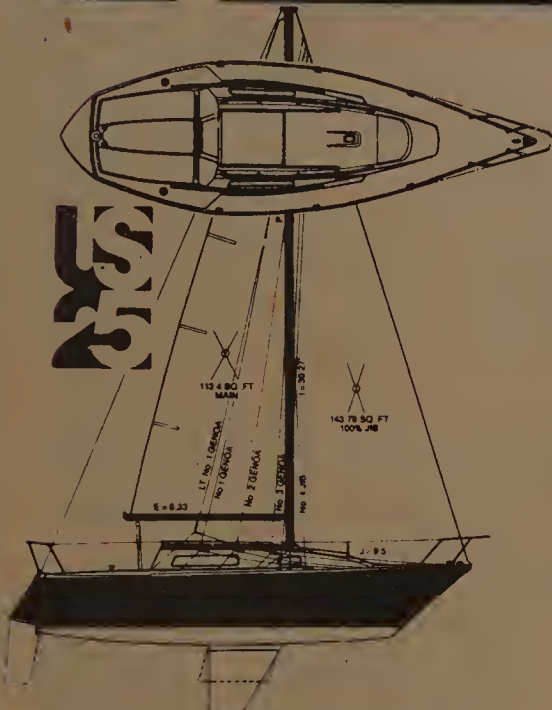
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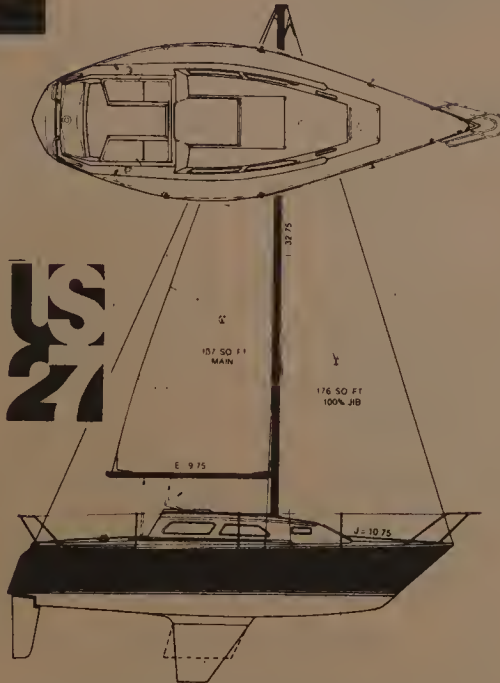


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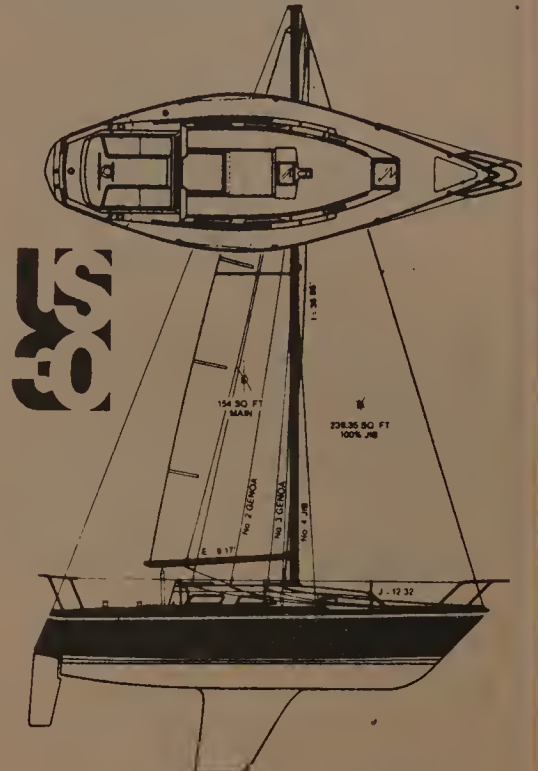
A New Yacht Line offered by one of the largest and oldest individually owned boat builders left in the world. Even when old boat builders like Henry R. Hinkley are sold to foreign owners or major corporations who build boats as a sideline ... Bayliner remains owned and operated by Orin Edson who founded the company 25 years ago. Orin Edson's and Bayliner's business is boat building and are dedicated to perfecting and using the most modern materials and production methods that results in perhaps the best production boats in the world.



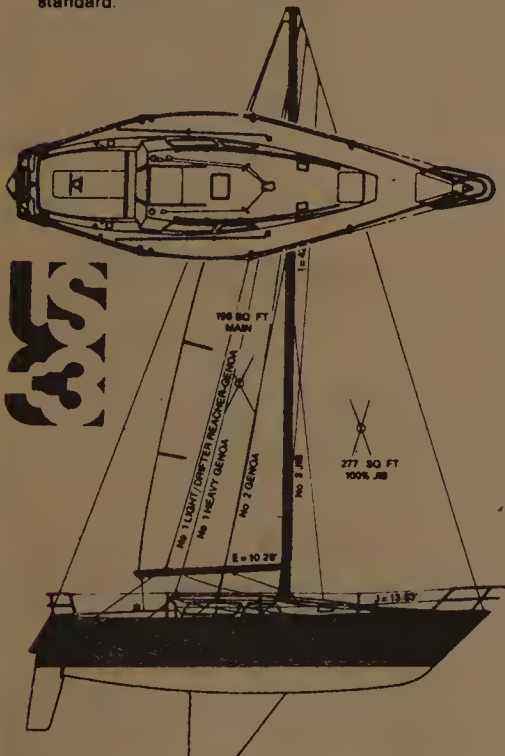
The trailerable US25, has a galley, head, berths for 5. Ready to sail w/rigging, winches, sails, lifelines - all standard.



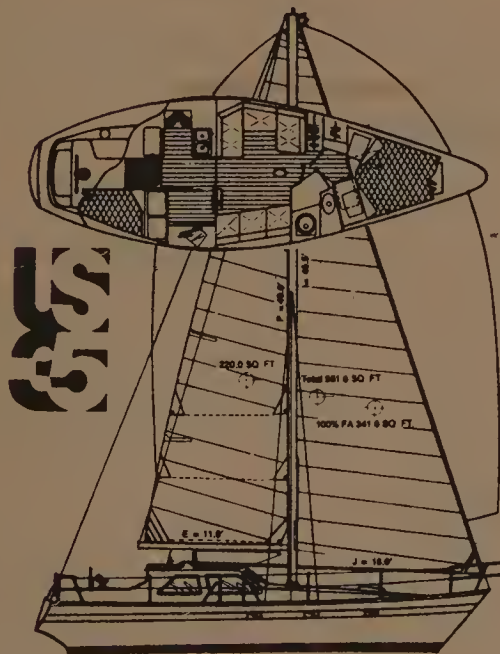
The spacious interior, enclosed head, optional dsl. Inboard & outstanding performance make the US27 the best buy of its size.



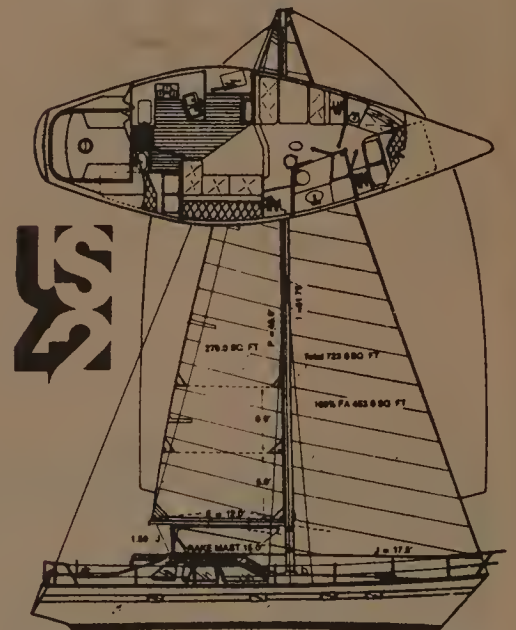
The looks, performance & long list of standard equip. (incl. dsl. pwr.). The unique & luxurious interior will convince you that this is the 30' boat to buy.



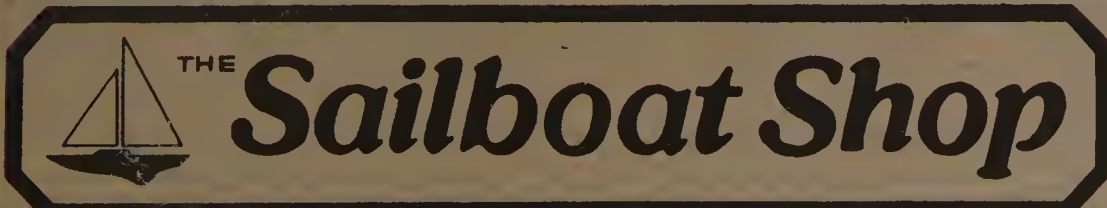
The 33's airy spaciousness & luxurious appointments make this boat a natural for on-board living & entertaining.



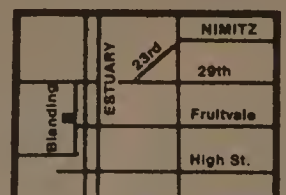
This pilot house cruiser features 2 steering stations, enormous salon, dinette, 2 staterooms & standard dsl. pwr.



Top-of-the-line & looks the part. Its roomy cabin offers 2 private staterooms, full galley, head, navigator's station & storage. Inside & outside steering stations.



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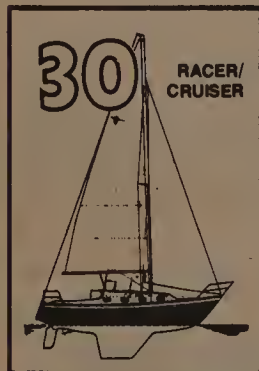
25 TRAILER YACHT



28 TRAILER YACHT



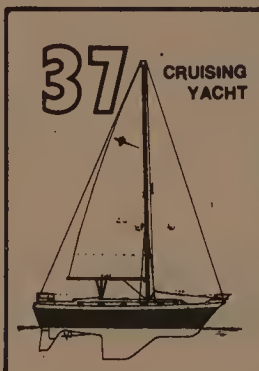
29 RACER/CRUISER



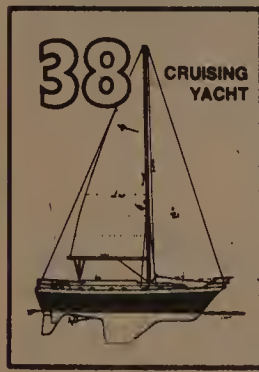
30 RACER/CRUISER



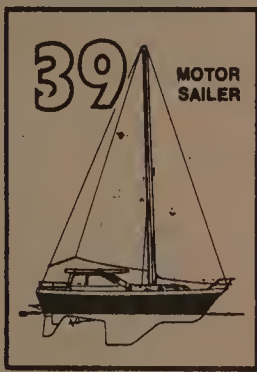
36 RACER/CRUISER



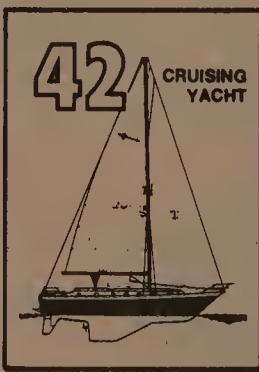
37 CRUISING YACHT



38 CRUISING YACHT



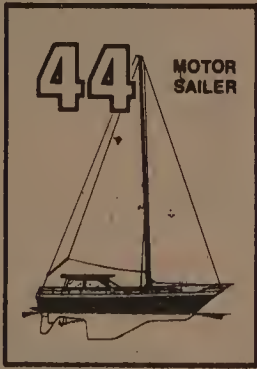
39 MOTOR SAILER



42 CRUISING YACHT



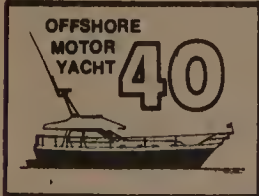
43 CRUISING YACHT



44 MOTOR SAILER



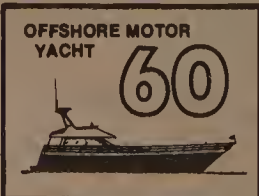
60 MOTOR SAILER



OFFSHORE MOTOR YACHT **40**



OFFSHORE MOTOR YACHT **45**



OFFSHORE MOTOR YACHT **60**

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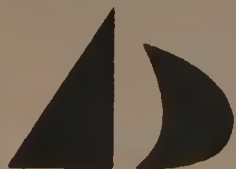
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| Lancer 28 | \$16,950 | Lancer 40 | \$ 80,000 |
| Lancer 29 | \$27,275 | Lancer 42 | \$115,000 |
| Lancer 30 | \$29,975 | Lancer 43 | \$120,000 |
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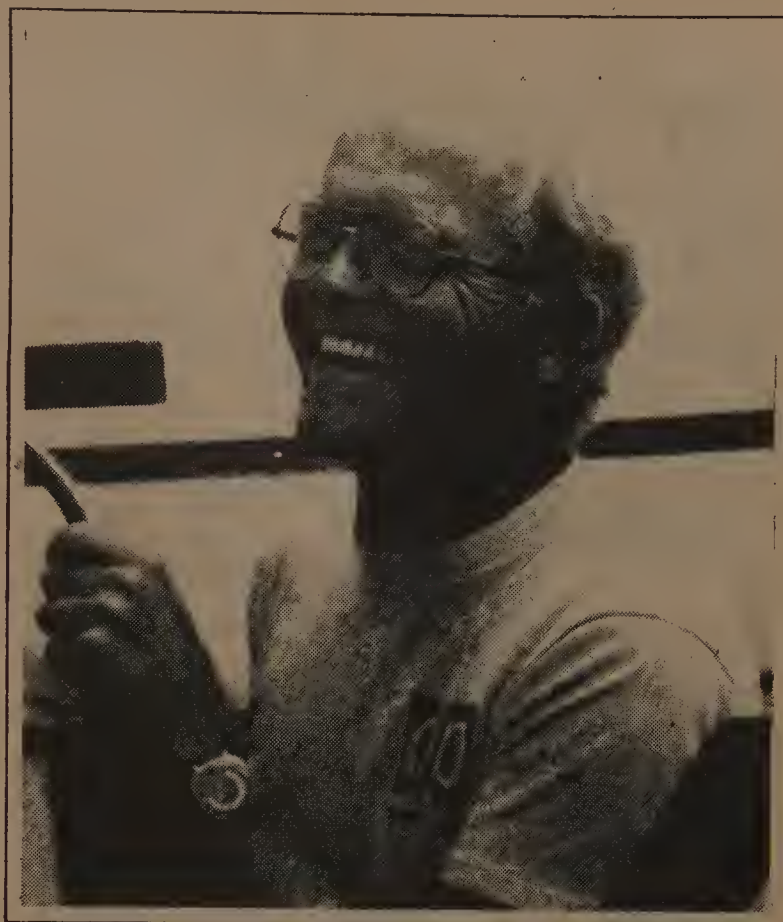
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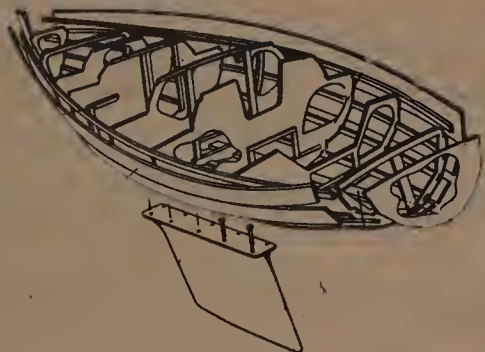
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LETTERS

□ IT LIGHTS UP SOME LIVES

In reading through the letters to the editor, I was not at all amused by the dopey advice on where to hide your stash. The Coast Guard is now going to tear open every holding tank, lectra-san and whatever that they run across in their friendly search for contraband. To carry it further, I think it is a disservice to all the cruisers to lend any legitimacy, whatsoever, to sailing dopers. I personally know of two instances in French Polynesia where innocent people were summarily kicked out of the country on 3 days notice and then were unmercifully searched and harrassed by the Coast Guard on their return to Hawaii. All they did was anchor near a boat that flagrantly used illegal substances. Cruising foreign countries is a lot more pleasant for Americans than for foreign boats cruising the US. If people insist on getting loaded with the locals and/or get involved in trafficking, we may very well see the end of a very good thing.

Peter Ogilvie
Kailua-Kona, HI

Peter — Sometimes folks write things 'tongue-in-cheek'. Art Buchwald does it all the time, Jonathan Swift did it in things like "A Modest Proposal", and so did the fellow who suggested that people hide their pot in marine sanitation devices.

As for carrying pot on boats, we'll gladly go on record saying we believe it's a dumb idea. Some folks can't seem to get by without it, but while cruising it's a good idea to give it a try.

□ CUPID'S CORNER

I like the enthusiastic quality of journalism in *Latitude 38*. The coverage of events, like the TransPacs, is complete and refreshingly candid. The selection of photos and narrative descriptions really give a taste of the experience and convey some feeling about the participants. Or, in otherwords:

Latitude 38 is journalism at its very best! Coverage is complete and refreshingly candid. This voice speaks well for the sailing community and the Bay Area. In sticking to your specialty, and slinging out the truth, homestyle, I feel that Bay Area reality in your magazine which one misses here in Southern California, home of the water thieves. I even like reading the ads; I get so receptive. And, I'd appreciate more about Amy Boyer, I think I'm falling in love. Stay as you are.

Michael Winn
Marina del Rey

Michael — Sorry, but we're all out of Amy Boyer material. We'll have more on the Singlehanded TransPac, however, as soon as we finish transcribing 29,000 hours of tape.

□ MUTUAL ADMIRATION SOCIETY

I have just read your comment on Page 17 of the July issue of *Latitude 38* in which you responded to a writer who spoke of the "hell of a job" my people do. I am writing to thank you for printing his letter, and, especially, for your positive response. My people don't get many rewards — an occasional grateful word from someone they have helped is about it. Reinforcing words in print — like yours — make us all feel good.

I hope you will forgive me a bit of plagiarism, but I love that phrase, "helpful to obnoxious ratio", and I plan to incorporate it in a speech or two — perhaps even in some training material for my people. It expresses my philosophy well.

I understand this is not the first time you have spoken in support of



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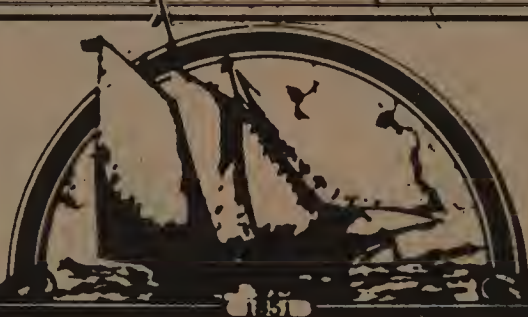
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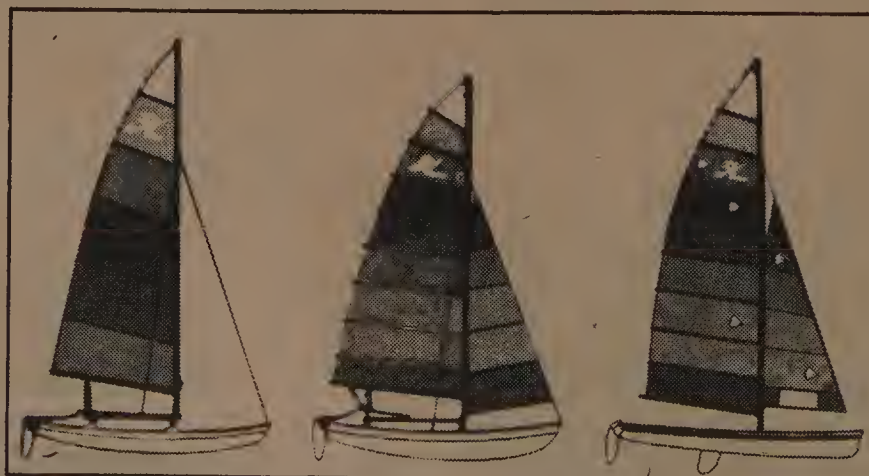
Ranger 23
Yankee Dolphin 24
Catalina 27 (2)
Ericson 27
Lancer 28 w/trailer
Newport 28
Cal 29 (2)

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LETTERS

the Coast Guard. Keep 'er so . . . and bless you.

J. S. Gracey
Vice Admiral, Coast Guard
San Francisco

J. S. — You're most welcome.

□BIG BOATS ARE FINE, TOO

Congrats on your recent Hobie article (Hobie TransPac, September Issue). Though I'm not (sob!) a boat owner yet, though I'm saving hard, I've had the good fortune to crew for some friends this past summer on their 16's and 14's, and must admit I've been bitten by the Hobie bug!! Also thought your article in your January issue on the Hobie 14's little island jaunt was great! It's truly amazing what these little beauts can do with the right skipper.

Now, just to reassure you that I think big boats are fine, too, I want to mention that I'm a protege of Dave Mosher, of the *Sailor's Connection* in Madera, and he's been breaking me in on his Lancer 28. That fine gentleman is the one who introduced me to your super magazine. As I said, I've been sailing Hobies for one year, bigger boats for two, so I'm still a "baby" sailor — but in the three months I've been reading 38 I've learned more about it than ever. Thanks so much!! (And to put my money where my mouth is, here's \$10.00, though I get copies from Dave free.) As the Hobie people say, "Keep it up"!!!!!!

Ute Perla
Fresno/Madera

P.S. — Yes, that's my real name, it's German and so am I, and in case you're wondering, I'm a girl — 24, 5'3", about 100 lbs., brunette — I can cook — and steer a straight course, thanks to Dave! If you know any skippers in the area that need an occasional weekend crew when Dave's working)

Ute — We know it must be tough finding a berth on a boat, but we believe in the value of international relations and can always squeeze in another 24-year old, 5'3", 100-lb. German brunette.

□THEY STILL DO!

Once upon a time Sausalito Cellars distributed free copies of *Latitude 38*, but alas, no more.

If you have no objection I will insist that they take "25 or more" copies per month and believe they would move briskly.

Where else in the neighborhood of Clipper Yacht Harbor is *Latitude 38* available? I miss it.

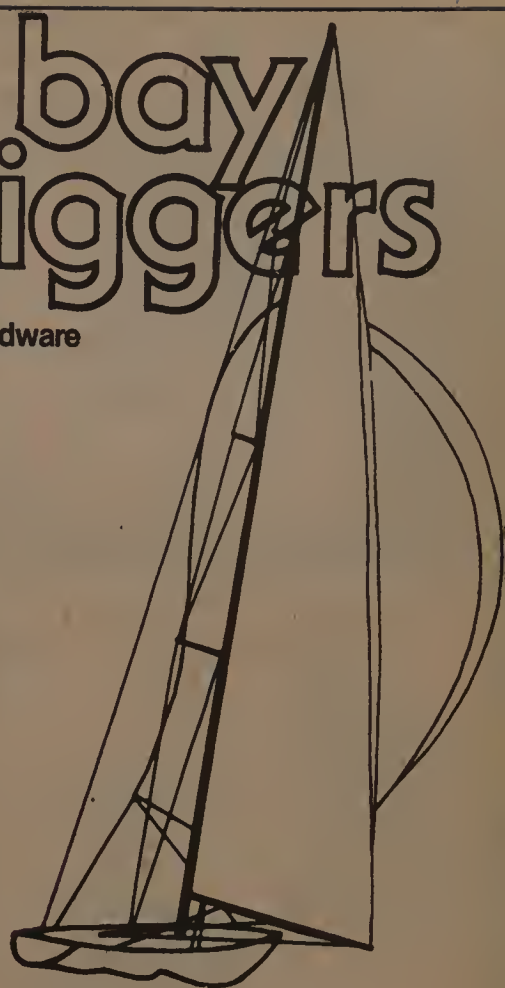
Peter Cunningham
San Rafael

Peter — You can pick up *Latitude 38*'s up at Sausalito Cellars — but you've got to get there early because they go fast. Other spots in Sausalito include Sausalito Yacht Sales, Edgewater Yacht Sales, B & L Sails, Gianola Canvas, Maritime Electronics, Marin Marine, Anchorage Hardware, Bob Tefft Yacht Sales, Pacific Yacht Exchange, 7-11, Point Bonita Yacht Sales, The Little Willow Bookstore, Sutter Sails, and about 7 other places we can't remember just now. Generally everyone runs out, but Marin Marine and Anchorage Hardware get the biggest supplies and usually have them the longest.

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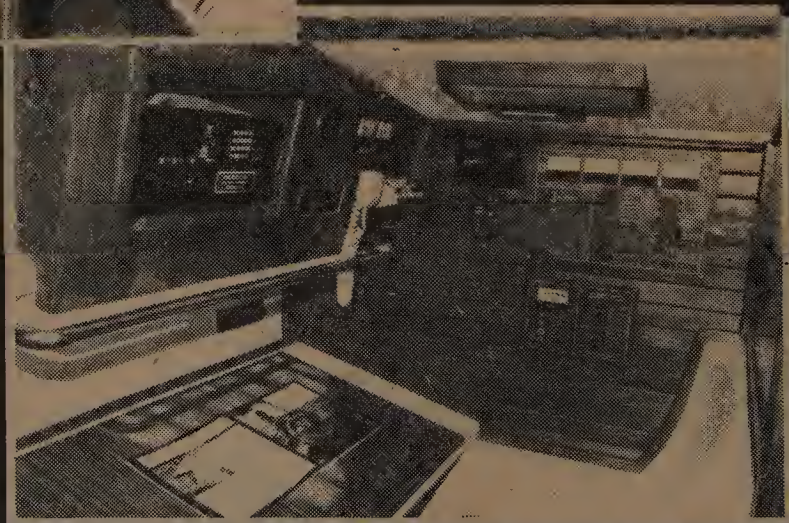
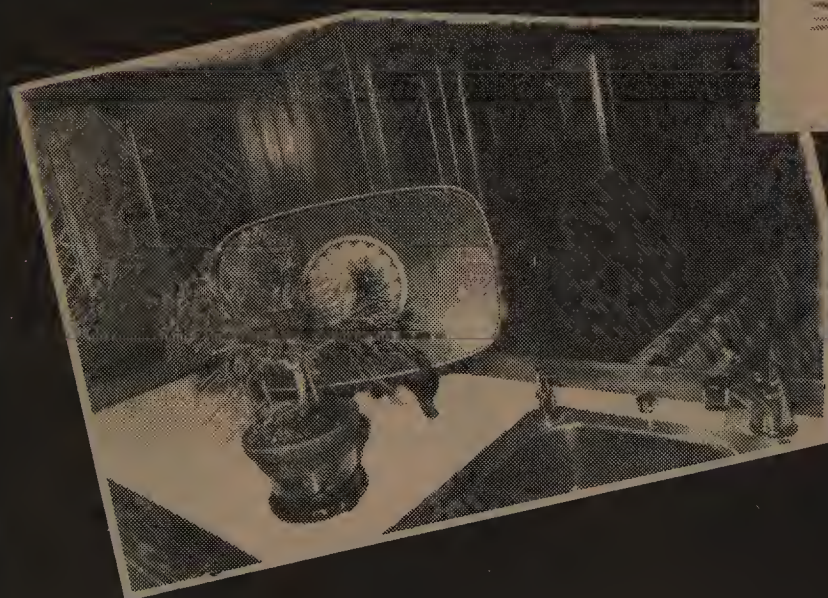
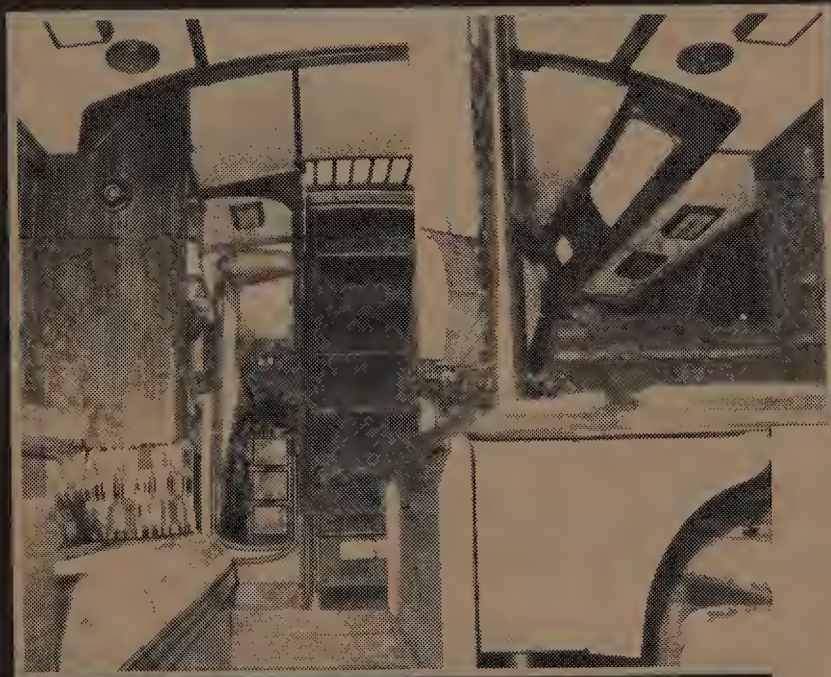
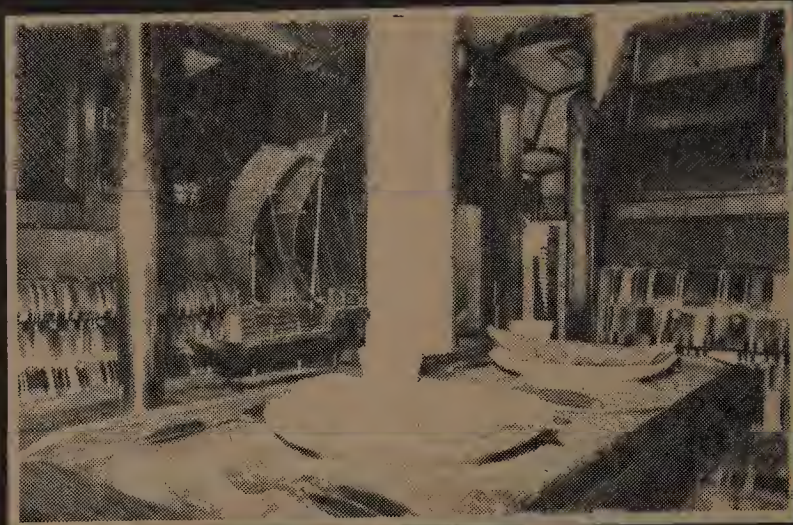
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LETTERS

☐ DOWN TO EARTH

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Michael Horgan
Oakland

☐ FOUR WALLS DO NOT A YACHT CLUB MAKE

On August 16 and 17, the International Folkboat Association of San Francisco Bay cruised to Pillar Point Yacht Harbor. Upon our arrival we were greeted by a Welcoming Committee from the Half Moon Bay Yacht Club.

Half Moon Bay Yacht Club does not have any facilities at Pillar Point Harbor. The stigma of a "paper" yacht club is rapidly changing. We experienced a southwest wind of 25 knots, gusting to 30 knots, making it necessary to beat from the San Francisco entrance to Pillar Point. A six-member welcoming committee of the Half Moon Bay Yacht Club, aboard a Victory-class sloop were just what weary sailors needed in relatively unfamiliar waters. Our hosts made a mooring buoy available adjacent to the wharf where we tied up Tahitian style. A dinghy was provided to ferry us between boat and shore.

The International Folkboat cruise was a success in part because of the outstanding hospitality extended to us by the Half Moon Bay Yacht Club.

Peter Walde
Cruise Chairman
San Jose

Peter — We sure appreciate getting these notes commending folks who've been a big help to fellow sailors. The yacht harbor at Pillar Point is still a few years away, but it's nice to know a congenial Yacht Club will be ready as soon as the harbor is.

☐ YOUR CHOICE

In response to your quest for a caption to your photo (page 62-63, September 1980) and a comment on the current discussion on blasphemy, I would like to offer the following tale.

An old salty sailor had given his pet parrot to a land bound friend who entertained frequently. The parrot often used abusive and blasphemous language and embarrassed his new owner. Many attempts were made to improve the parrot's vocabulary without success: dunkings, threats, beatings, etc. As a last resort someone suggested the owner grasp the parrot by the legs and swing it overhead in large circles, causing the blood to rush to its head, while admonishing it.

The parrot's response to all this while circling in the air, and therein lies the second purpose of this, and a caption for your photo was:

"Wheeeeeeee! Feel the F----- breeze!"

David Youre
Cupertino

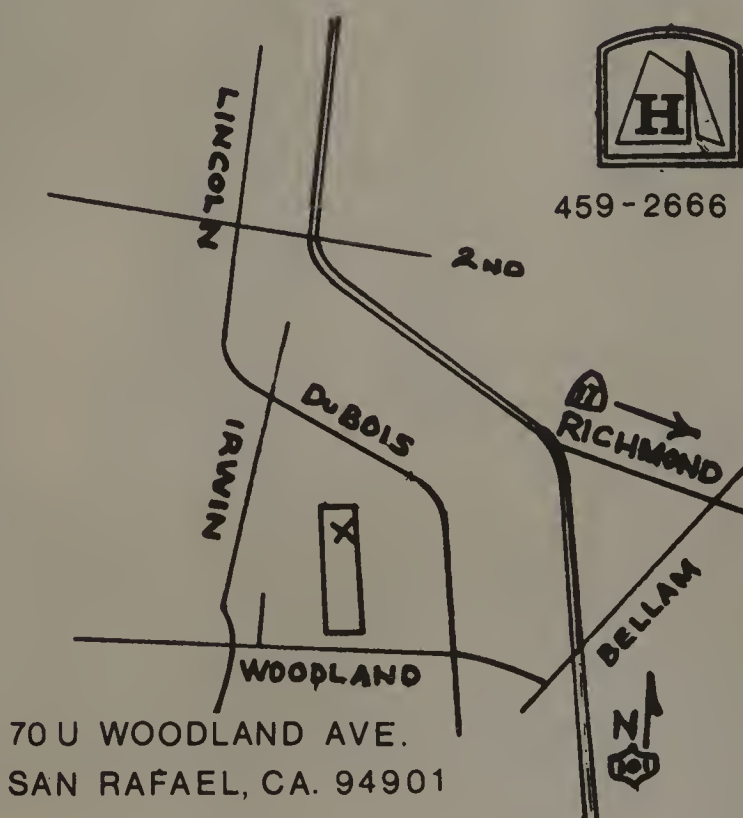
☐ A FEW WORDS ON MANY TOPICS

Oh shit oh dear, I'm finally doing it . . . Every time I pick up the new *Latitude 38*, I'm tempted to write another letter, and this time I'm gonna do it . . .

On the multihull safety question: I pretty much agree with you that multihulls simply aren't as safe as monohulls, but it's not all as simple as that. I'm sure there are more and less safe multihulls, as there are monohulls which are more, or less, safe than others. Just as the

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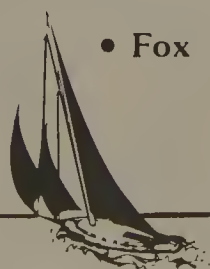
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LETTERS

sailors who drive them may be better or worse seamen than others. Charles Beyor's contention that "being upside down is just a human fear, not a disaster" is downright ludicrous. Mr. Beyor cites *Sorcery* was way up in the North Pacific, on her way back from Japan, not Hawaii, when she rolled over — a place no multihull sailor would be smart to risk. What did she lose? — rig, deck hardware, yes. What else? Of ten or eleven crew on the boat, only two did not suffer injury. The worst was the unfortunate young lady who received compound fractures in both legs. Ask Jake Wood, Bob Dickson, or Ray Hayes if that rollover was fun, or if it resulted in mere "human fear". The Swan 65 that capsized in the Round the World Race was *Sayula II*. It wasn't a 360 like *Sorcery's*. The point Mr. Beyor misses about these events is that the boats in question suffered capsize under extreme conditions, and *came back up by themselves*. Depending on righting compartments, masthead floats, or the Coast Guard or a passing freighter to turn your multihull over for you seems downright delinquent to me.

On noon shots near Hawaii in June: Frankly, I was surprised when Amy Boyer mentioned the problem she had on the Singlehanded TransPac with noon shots nearing the Islands; I was even more surprised to discover how many blue-water sailors don't take star shots, and virtually depend on the noon shot for all their celestial navigation. But I do have some sympathy; only a few years ago I too was a mystified, confused would-be navigator.

The problem is that nearing the Islands in late June, or even into July, the sun is very nearly straight overhead: at noon, you can point the sextant in any direction, find the sun, and think you have a noon sight. Some of the solutions are: knowing with reasonable accuracy just when local noon is; having a good idea from your previous navigation what your latitude should be, so you know whether the sun's north or south of you, and therefore which way to point the sextant; and using running fixes from shots just before and after noon.

This is the technique you refer to in your answer to Mr. Owen's letter. When the sun is so damn high, its azimuth is changing very rapidly. You can shoot it maybe 20-30 minutes before and after local noon, and get LPS's that cross at a very convenient angle. Advance the first one to the time of your noon sight, and pull the second one back to the same time, and you should get at worst a neat little triangle. The trickiest part of the whole thing is getting accurate sights — the best solution is lots of practice under real conditions. In my experience, this is the best, most reliable and accurate method of getting a noon position. It works very well when the sun isn't so high, too, but you have to take your shots farther apart to get the good crossing angles. I think it's much better than all this mumbo-jumbo about averaging sights, drawing graphs, and standing on your head.

On America's Cup blasphemy: Right on! The coverage (or bullshit) disseminated by the Press in general on the unsuspecting and gullible public concerning the America's Cup is, to my mind, a disservice to yachting. To repeat myself again, it's downright ludicrous. The America's Cup is simply *not* an important event in sailboat racing. It's an anachronism, and no, I'm not jealous cuz I don't get to go; damn it, I'd rather sail one Wednesday night on *Merlin* than race on one of those 12-Meter dinosaurs. I mean, some people probably still race Model-T's, and that's ok, but it doesn't have a whole lot to do with driving down the freeway. If you want to compare the America's Cup to the World Series and the Indy 500, as the boneheaded Mr. Blypspk does, then compare the America's Cup to the World Series when Babe Ruth played, and hot dogs were a rickel, and the cars at Indy went 60 miles an hour. What the hell does Mr. Blypspk mean



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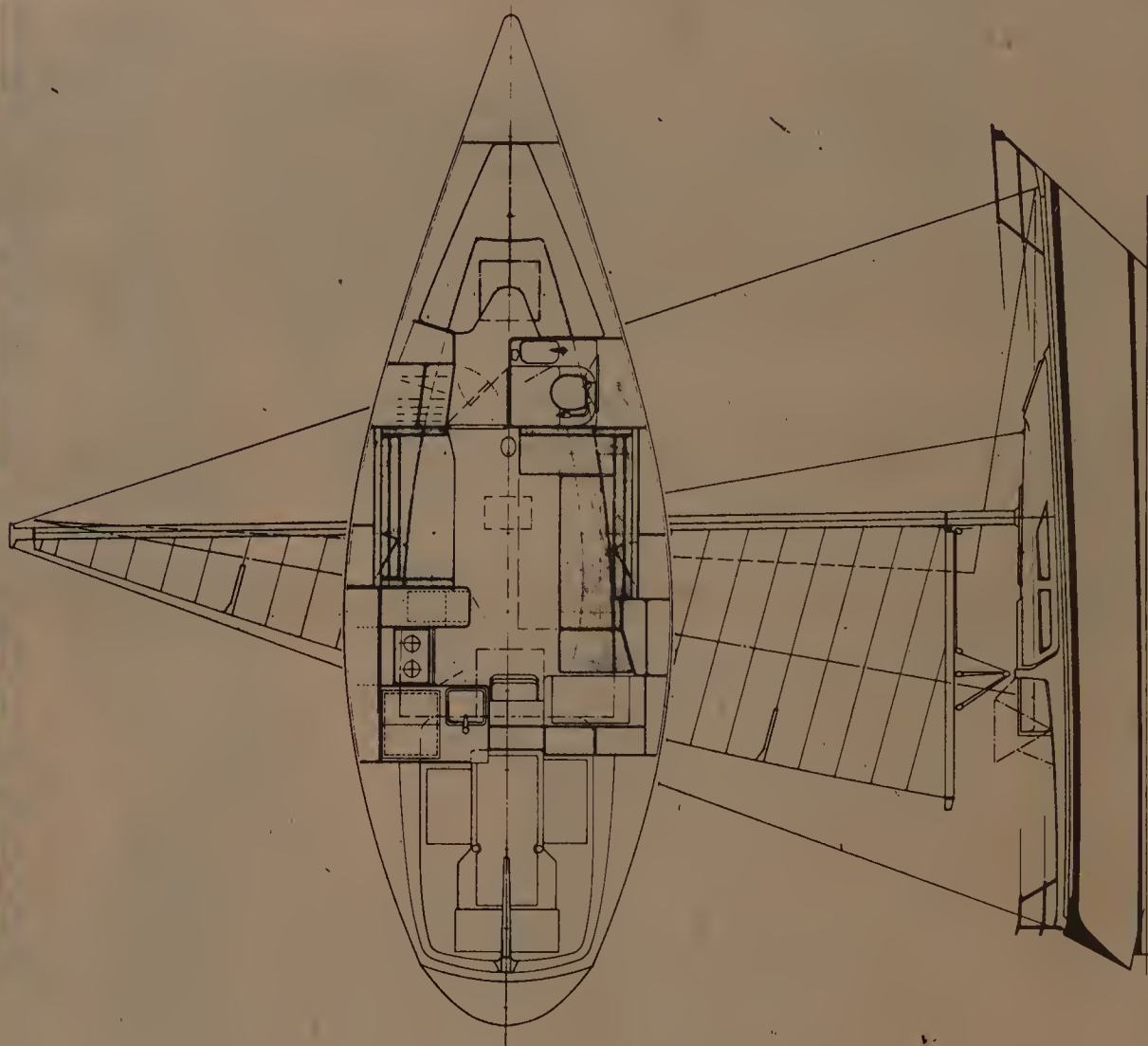
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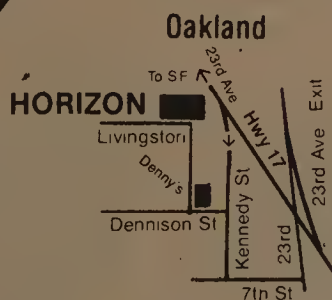
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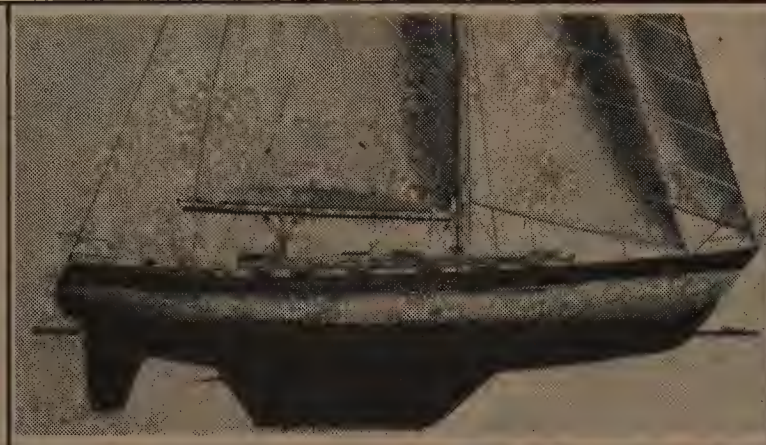
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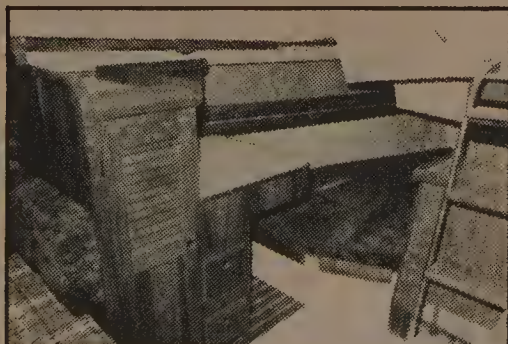
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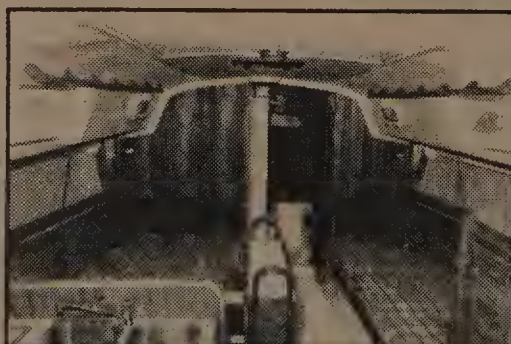
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4



LETTERS

by "true" sailboat racing? What's wrong with the SORC, Admiral's Cup, or the Southern Cross series as the epitome of yacht racing? I've done both kinds of races (one-design and ocean), and I like 'em both; but I'm partial to ocean races cuz you get to go somewhere besides where you started, and you get a better chance to enjoy being out on the water. If Mr. Blypspk wants to see some good big-boat buoy racing, he should high-tail it to the St. Francis next week: *Merlin* and *Drifter* just might put on a match-racing show to make 12-Meters look like your kid's bathtub toy. (By the way, *Merlin* beat *Drifter* in the Veeder Cup last weekend, 2-1). Ok, ok, so some new gear and techniques come out of the America's Cup — the same thing happens, on a larger scale, in SORC, and more people get to play. So bah humbug on America's Cup. Keep 'em honest.

On TransPac's new rules: If the reaction is any indication, the rules as currently written won't be around too long. They are silly, poorly thought-out, poorly executed, etc., etc., etc. I don't think anyone's happy with them except perhaps the well-meaning but muddle-headed old gentlemen who thought them up. Such terms as "high-speed runners" and "one-way boats" are only used by the Directors of the TransPacific Yacht Club, who got this notion several years ago that slow = safe, and fast = unsafe. Oh well, if they stick to their guns, they'll probably have thirty boring slow boats in their race next year, instead of eighty, and everybody will go play a different game. Bill Lee's writing a very reasonable letter to TPYC (not the toilet paper yacht club), which I suggested he send you a copy of. He's not mad; he just thinks they should be real careful about writing rules for a race with as much prestige as the TransPac.

Oh, a photo contest! Oh boy! Look out, *Latitude 38*! I got some dandy shots for you. Stand by.

Oh shit oh dear, I'm running out of writing energy, and I did have so much more to say. I have a doozy of a story for you, concerning stolen toilet seats and similar fun things, but it'll have to wait for tomorrow.

Meanwhile, I think Sue Vaughn's gonna write up some stuff about our delivery back from Hawaii. Too bad you couldn't go with us — it really turned into a lot of fun, even though the start had its low points. Sue has some pictures, as do I, so stand by for something good. She also mentioned you're looking for some good sea stories, so maybe I'll work on remembering some. We had a great idea for a pair of stories: mine of the "Insanity of Ocean Sailing", hers on the "Joy of Ocean Sailing", or something like that. If only we'd had a tape recorder . . .

Fred Sampson
Soquel

❑ OOPS!

First, you have put together the best sailing publication anywhere, unquestionably. I have simply stopped reading those glossy-paged magazines as they lack the simple character and thoroughness of your sheet. I hope your sheet is around a long time.

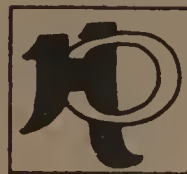
Second, I really enjoyed Shimon-Craig van Collie's article on the Hobie Cat Inland TransPac; truly excellent coverage for one of the largest racing & family oriented class organizations in the world.

I could ask for clarification on one point, though. While George Machado may have turned in a credible performance in this year's TransPac, I am happy to say that his untuned, or "untouched" rig was not so fortunate at this year's Coor's Cup. Mr. van Collie's article credited George with a similar victory in the Coor's Cup earlier this year, but things are not so.



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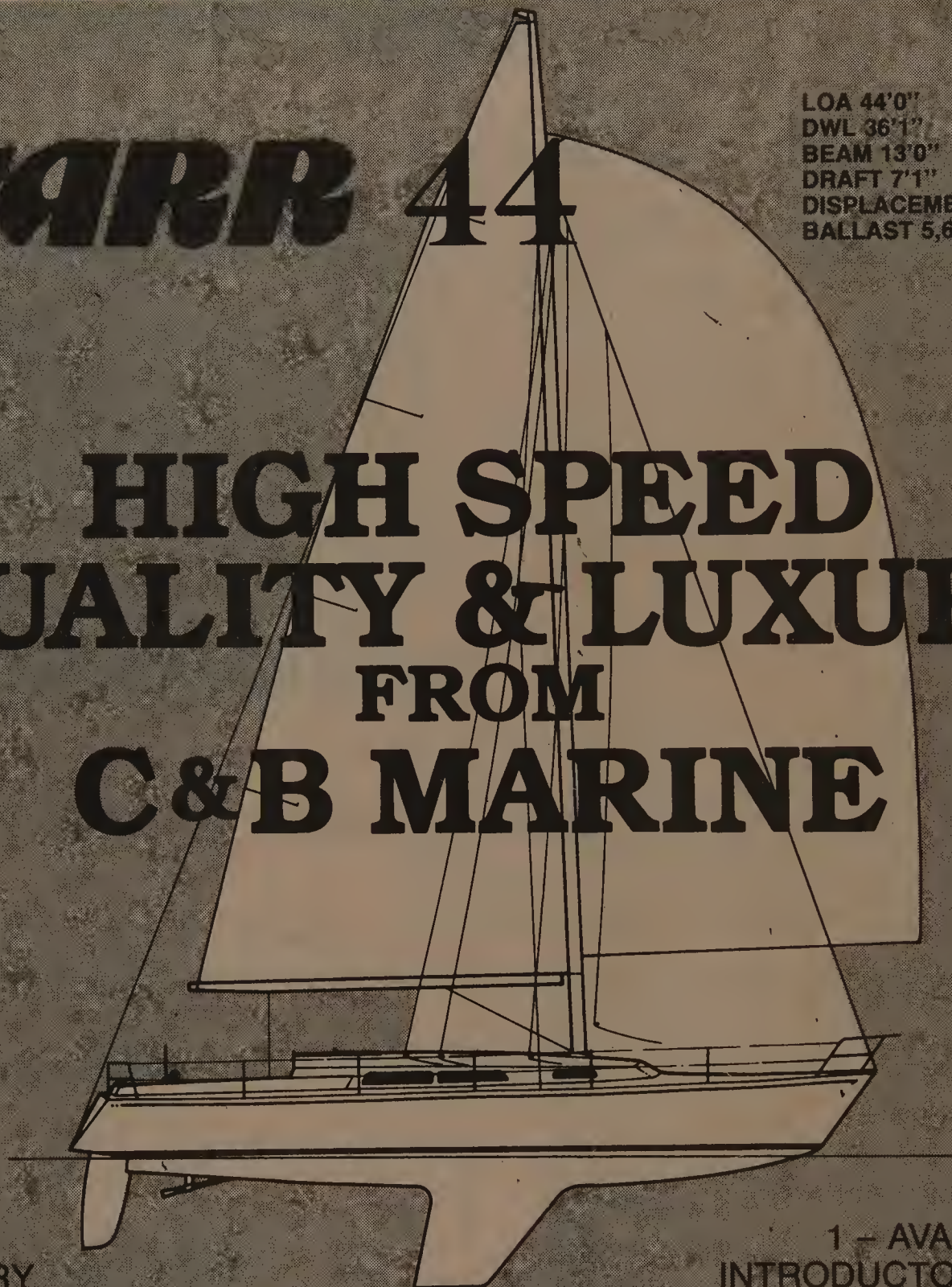
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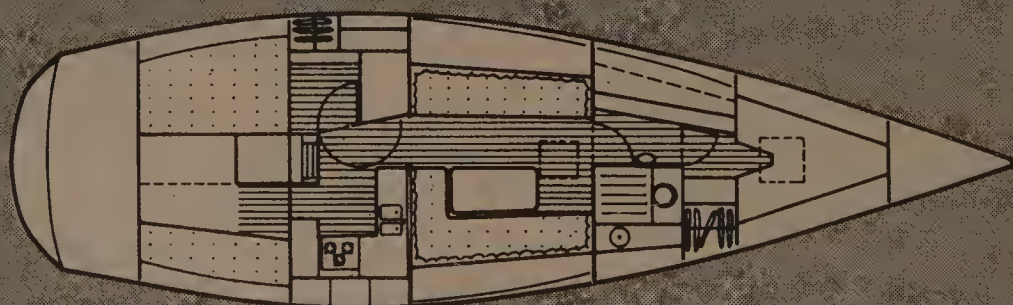
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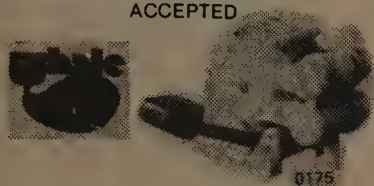


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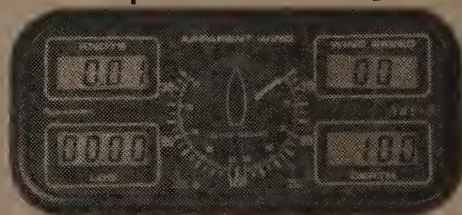
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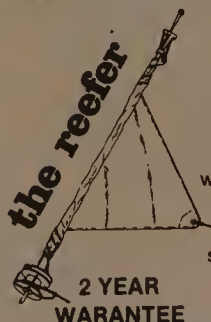
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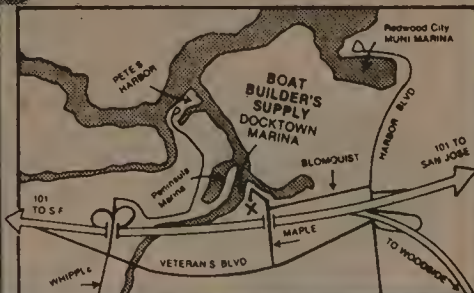
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LETTERS

My wife Carolyn and myself won the Coor's Cup, sailing the entire race virtually uncontested except for the ever-present David Rodger's on his Hobie 18. David almost pushed us across the finish line in Stockton.

Again, thank's for the great publication and for sending copies to Larsen Sails in Santa Cruz so I can read it while I get my sails repaired.

Carolyn & Gary Russell
Green Apple, (or HOT Apple to us)
Santa Cruz

Carolyn & Gary — We're sorry for the botches we sometimes make, but we're glad that you've taken the time to set the record straight. Congratulations! And thanks for the nice words.

□ SPELLING ERRORS

Here I am, 33,000 feet over Nebraska for God's sakes, winging back to SF from installing a Loran on a big Great Lakes Coast Guard vessel. In time, I hope, to catch the first race of the Big Boat Series.

I carried September *Latitude 38* with me to Michigan — in fact two of 'em since my bro is very much a sailor, and even tho most of his sailing is in the Great Lakes, he — like me — thoroughly enjoys your sailing rag.

Howsomever, a BONE I have to pick with you today. The September issue of *Latitude 38* and the story on 'Spray'. WHO sez Cullier, l, i, e, r? Wrong. R. D. "Pete" Culler, l, e, r. No hay "i". On my brother's coffee table reposes a wonderful book by R. D. Culler, "Skiffs and Schooners". Chapter II in that book is all about *Spray* and is great reading — how, what and who were involved in her construction, etc. Also on that self-same coffee table is a copy of *WoodenBoat* from September 1979, and in it is the first of a series or articles about this master craftsman.

Maybe I could proof-read for you — I wouldn't touch the rotten language — it makes you unique and wonderful — but I maybe could clean up things ilke Cully-er!

Lynn Thompson
Portola Valley

□ GIVE IT A TRY

Enjoyed your sailing sheet.

Re: August issue, pages 70 and 71, Sixteen Tons — Lancer 16 Ton.

I was a peace corps. volunteer in fisheries, a commerical pot fisherman, and an Aqua-Cat sales distributor. The boat excites my marketing instincts, its performance will probably tell its sales performance.

Exciting to be able to give it a try — how does one do that?

Peter Brehm
Albany

Peter — We suggest calling one of the Lancer dealers; you should fine one advertising in the pages of this very issue.

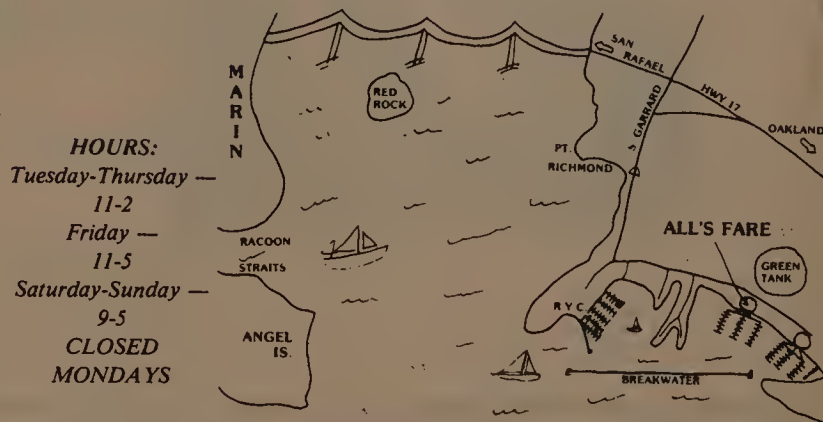
□ SAIL LOT, WANT NOT

Bravo! Once again a fine issue, your article on the MORA Long Distance Race was excellent! I have crewed on the race twice: 1975-76 onboard *Pyrri Victory*, Donald Carlson's old Cal 29. It is



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FREYA 39



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LETTERS

by far the most exciting race on the west coast for small boats. Even on larger boats a simple race down the coast can be something of a challenge.

I have sailed on four Cal Coastal races, the fifth being on October 2nd and can say that we are very lucky to have the beautiful coast and the ambitious people that organize such races, here for all of us to enjoy.

Bravo once again for one and all!

Nicholas J. Gibbens
Santa Monica

Nicholas — You might be interested to hear that we had cruising friends go through the Panama Canal rafted with Don Carlson's Rafiki 37, Pyhhric Victory.

AS for the Cal Coastal, we'll see you there!

□ THAT'S A NEW BOAT EVERY 3½ MONTHS

I have decided to subscribe as picking up the "free" copies in broker's offices has become too expensive. I'm a person who feels terrible about browsing and never buying, especially if I take the freebies as well, soooo. . . ; my partner and I have purchased two sailboats in the last 7 months.

Better, I think, that you should send the magazine to my home.

The magazine could not be better, however. Keep it relevant, raunchy and real.

Len Hunter
Pleasant Hill

□ NININI POINTERS

Thought you might enjoy this article, written by a reporter who happened to be jogging on "lonely and windswept Ninini Point" and ran into 3 BYC women standing watch on the finishing line for the S.F. to Kauai TransPac.

Sally Green

I fell in with a band of yachties the other day.

They're different from the rest of us. I could tell that almost at once.

They live differently. They talk a different language. They approach things in a different manner.

Take this. The yachties were involved in one of the recent San Francisco to Kauai yacht races — as officials rather than entrants. This particular group of yachties had rented one of those little campers that sits on top of a small Japanese pickup truck.

Anyone else would feel cramped and uncomfortable inside. Not the yachties.

"It's just a Cal 20 with headroom," they said. A Cal 20 is a sailboat 20-ft. long and not very wide at all. A Cal 20 with headroom, well, they made that sound plush.

I learned that there is a great schism among sailboaters. There are cruisers — people who like to go on long, leisurely voyages — and there are racers — people who continually threaten themselves with ulcers by screaming at each other to make boats go faster, and who argue at great length the things that potentially speed up a boat.

Most of the members of my band of yachties were racers. I compared them to a couple of cruisers not in the group.

The racers walklike cats on the prowl, looking for

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| 30' Vega Trawler | 37,500 |
| 29' Ericson | 25,500 |
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| 23' Ranger | 12,850 |
| 22' O'Day | 6,000 |



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TARTAN TEN

Specifications:

| | |
|--------------|-------------|
| LOA | 33' 1-3/4" |
| DWL | 27' 0" |
| Beam | 9' 3" |
| Draft | 5' 10-1/2" |
| Ballast | 3340 pounds |
| Displacement | 6700 pounds |
| Sail area | 486 sq. ft. |

Design — Sparkman & Stephens



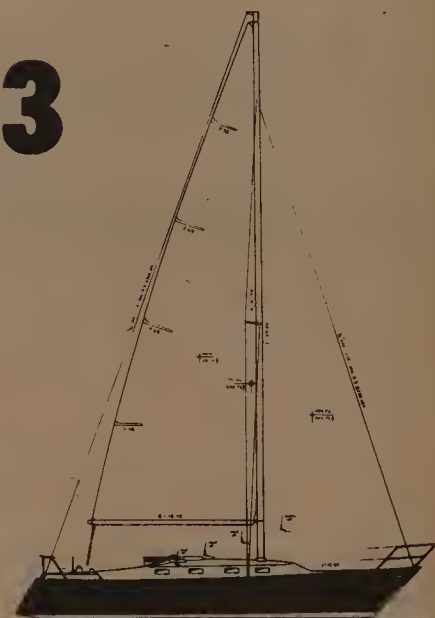
A true yacht with classic design

TARTAN 33

Specifications:

| | |
|--------------|---------------|
| LOA | 33' 8" |
| DWL | 28' 10" |
| Beam | 10' 11-1/2" |
| Draft | 4' 5-1/2" |
| Ballast | 4400 pounds |
| Displacement | 10,000 pounds |
| Sail area | 531 sq. ft. |

Design — Sparkman & Stephens



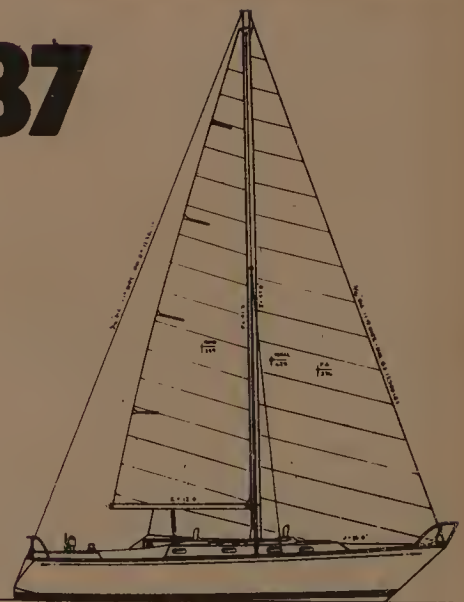
Quiet elegance, absolute comfort and perfection in sailing Tartan 37

TARTAN 37

Specifications:

| | |
|--------------|--------------|
| LOA | 37' 3-1/2" |
| DWL | 28' 6" |
| Beam | 11' 9" |
| Draft | 6' 9" |
| Displacement | 15200 pounds |
| Ballast | 7500 pounds |
| Sail area | 625 sq. ft. |

Design — Sparkman & Stephens



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LETTERS

something to attack. I suppose they look for unhailed downhauls, dropped topping lifts or loose running backstays, and plan to pounce without a second thought.

There's a piratical glimmer in the eyes of the racers. They're intense and given to quick, granite-firm opinions.

Cruisers, on the other hand, or at least the ones I checked out, seem absolutely at one with the world. They wander about looking something between smug and dreamily content. Where a racer will stick fast to an opinion, a cruiser sometimes will argue both sides of the issue for you, and then tell you it doesn't really matter which is right.

There's something in common, though, between racer and cruiser. They know how to party.

P.S. — Since the race, this guy has now bought his own boat. Obviously we ruined the lad!

□ EXCALIBUR

Latitude 38 has amazingly extensive readership, judging by the number of people who have made favorable comment to me regarding the Excalibur article (September, Page 109).

Thanks for publishing the great photo and story.

Bill Barnum
President, S.F. Bay
Excalibur Fleet

Bill — We're glad to be of service. The way we figure it, there are as many folks out there interested in learning about some of the classic bay-sailed designs, as there are fleet members who wanted their designs to be recognized.

□ BEST OF THE SOUTHAMPTON BOAT SHOW

As far as a possible controversy is concerned about Chiles/Cowper Single-handed record circumnavigation, David Cowper told me at the Southampton Boat Show this week that he only claims to have successfully challenged Chichester's and Naomi James' records.

I also had a chance to meet Willy de Roos, who Single-handed the N.W. Passage and has just published his book. Naomi James was there, as well as another Cat Rig convert. She will be circumnavigating a Freedom Cat with Ron Holland's wife and Naomi's husband will be entering the '81 Whitbread Around-the-World in 65' Freedom.

Jack van Ommen
A&T Marine Services, Inc.
Tacoma, WA

Jack — Thanks for the news.

The cat-rigged cruising boat concept is one we've been curious about for quite awhile. Everything said about them sounds so great — in fact, maybe too great. Hal Roth says they're the best thing to come along in a hundred years; ads report that they clobber everybody in the West Indies Races; and now you report that some of sailing's 'rock stars' or at least their wives will be racing and cruising them around the world.

Just the other day we had lunch with a very knowledgeable sailor whose opinions we respect. He sailed one of these cat-rigged cruising boats twice recently, and decided that the concept wasn't exactly

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We are now the exclusive Northern California dealers for the **Peterson 44**. Call us for information about this popular yacht. She is a capable, fast offshore cutter as well as an ideal liveaboard featuring private aft-cabin. Also available as an investment by placing her in the South Seas charter fleet.

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Light, fast, easy and fun to sail, not expensive to own and maintain, comfortable and trailerable. A great daysailer! However, Olson 30's are racing Trans-Atlantic and Pacific this summer, have won the Swiftsure and Ensenada Races and quite often turn-up First to Finish. In the words of an owner of a quarter of a million dollar racing yacht, "The **Olson 30** is a very depressing boat." More details, information or a demonstration may be had by calling Bill Hunter.

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| NEW 44' Peterson 44, sell away | 105,000 |
| 1975 44' Peterson 44, cutter | 110,000 |
| 1973 43' Garden, aft-cabin | 59,995 |
| NEW 42' Wilson 42, from New Zealand | 147,000 |
| 1965 37' Garden, charm | 56,000 |
| 1976 32' Westsell | 3 from 56,000 |
| 1976 31' Bombay, pilothouse | 51,900 |
| NEW 30' Olson 30, ULDB | 23,995 |
| 1975 27' Sante Cruz, race-ready | 16,900 |
| 1966 27' Santana 27, ocean racer | 15,950 |
| 1979 27' Belboe, trailerable | 17,500 |
| 1972 26' Belboe, good family boat | 12,950 |
| 1976 26' Dewson, aft-cabin | 16,950 |
| 1960 25' Cheoy Lee, Pacific Clipper | 11,400 |
| 1966 24' Yankee, "Dolphin", pocket cruiser | 12,500 |
| 1971 24' Wylie custom | 12,900 |
| 1974 21' Luger sloop with trailer | 7,500 |

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| 1974 30' Piver Tri, price reduced 5K | 13,500 |
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| 1969 36' Grand Benks, twin | 69,000 |
| 1960 36' Chris Craft, underpriced | 16,950 |
| 1979 35' CT-34, aft-cabin trawler | 74,500 |
| 1973 34' Tollycraft, excellent condition | 53,995 |
| 1966 32' Grand Benks, original owners | 44,500 |
| 1975 26' Slickcraft, equipped | 34,500 |
| 1972 26' Lend n Sea, trailer | 19,250 |
| 1972 26' Carver, fish | 12,000 |
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| 1975 24' Fiberform, fish | 15,900 |

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LETTERS

what he'd been led to expect. Specifically he found the raising and lowering of sail to be rather a bit of a job. As for pointing ability, he found the boat he was on not even to be on par with that of heavier, full-bowed cruising ketches. And finally, the size of the rudder was something he didn't quite know what to make of. Apparently cat boats, because they are all main, inherently have a lot of weather helm. This necessitates not only an enormous rudder, but hydraulics to make the steering reasonable.

That was one man's 'lunchtime boat review'. We hope to do it on a cat-rigged cruiser ourselves someday. Originally we had been scheduled to do the Ensenada Race on one — maybe next year.

□NORTHERNERS IN THE SOUTH

Picked up a copy of your September issue of *Latitude 38* while here in San Diego on our way South. Everyone seems to be talking about it down here.

We wanted you to know what a great publication you've got and that we really liked your "style" of writing.

We aren't going to subscribe because we are "on the move" and mail gets difficult and infrequent but the next time we are in the States (West Coast) we'll definitely be looking for *Latitude 38*.

Keep up the great pictures!

Robert & Renee Goss
Schooner *Privateer*
Port Townsend, WA

Robert & Renee — Why not refill the cruising kitty by sending your cruising tales to *Latitude 38*? Good idea, no?

□ANGEL ISLAND TIPS

Just a quick reply to a letter published in May '38 *Latitude* about anchoring in Ayala Cove, Angel Island. On a recent trip we stopped off there. Having read Mr. R. Schriettge's comments about it being odd using two mooring buoys I tried one. However, I did notice all other boats there used two. The night spent there was disturbing, to say the least.

My conclusion: after getting up several times trying to adjust the mooring buoy that night and trying several different methods to keep the single buoy from being washed against the boat by a combination of strong tides, surge from passing boats and varying wind directions was; use two buoys fore and aft regardless of what you think. The problem is that the buoys, being hard objects, bang hideously; although they don't seem to scratch or mar the boat finish. Somehow the buoy and the boat always get together. I hope this adds some more facts to the reasons two buoys instead of one at Angel Island.

Dave Altmann
Santa Cruz

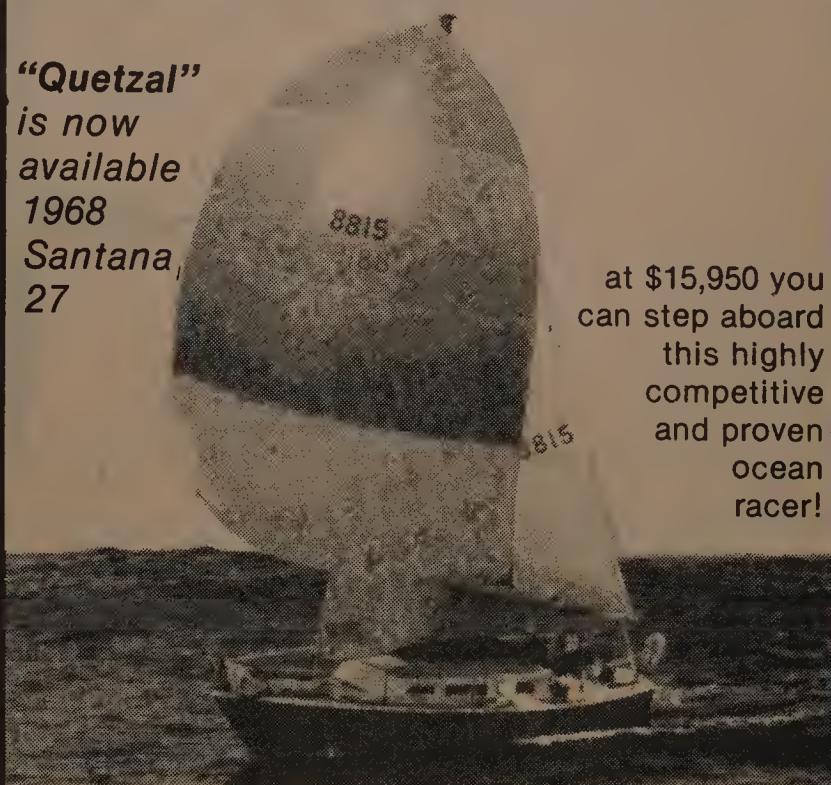
□BACK ON COURSE

Enclosed is \$10.00 for a one year subscription to *Latitude 38*. In general, I find your regular contributor's articles to be thought provoking and interesting and I like your refreshing approach to reporting. Some of your articles and letters remind me of the comment about foul language being used principally by those too ignorant to express themselves any other way — but to each his own!

However, I was taken aback by your seeming acceptance of the philosophy expressed in one of your recent issues. The statement, I believe referring to plastic cases in which cartons of milk are

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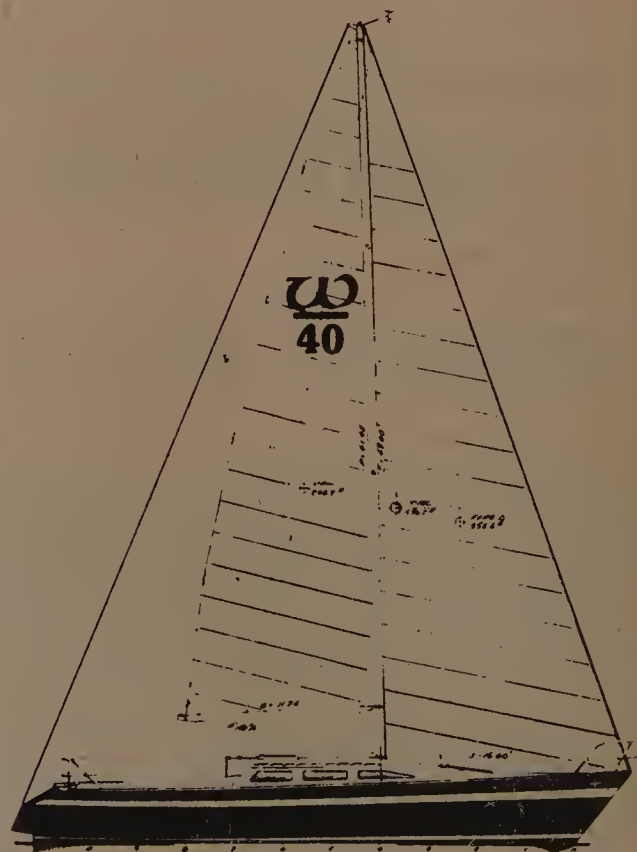
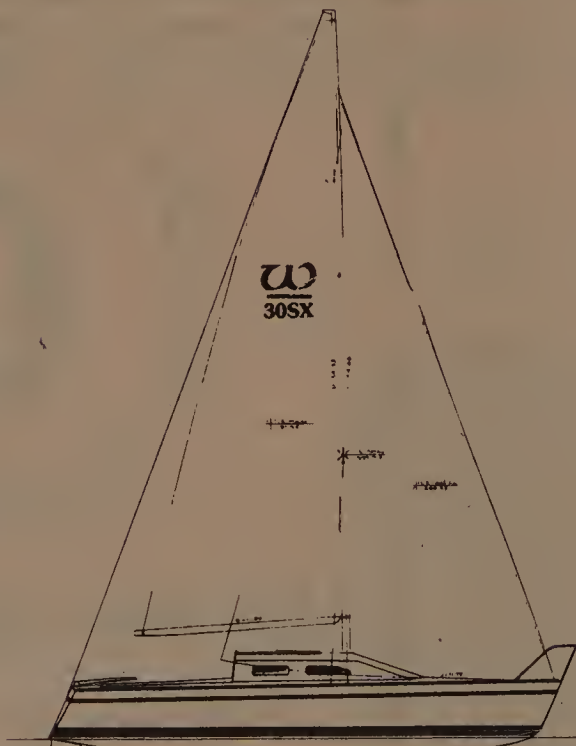
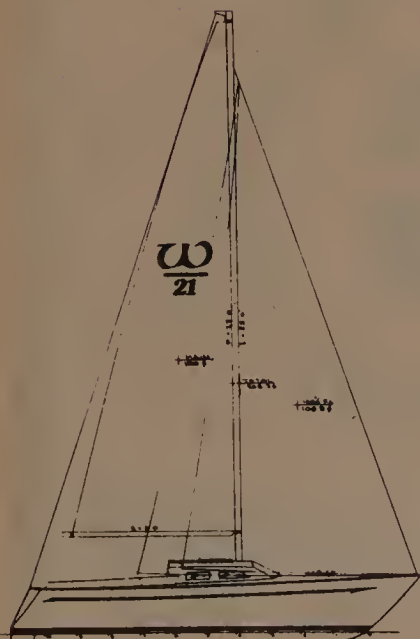
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LETTERS

delivered, was to the effect, "— just like the ones you steal from behind your neighborhood grocery store." Maybe you do, and obviously the writer does, so is it any wonder that "boat people" are often held in such low esteem? Those whose sense of values is so screwed up are not "yachties" or any other name that describes one who lives aboard or otherwise enjoys boats and sailing. They are simply punks who happen to have gravitated to the waterfront and boats . . . to the shame of those of us who both enjoy our boats and respect other people's property.

On another subject, your coverage of the BBYC and SSS San Francisco-Hawaii races was particularly interesting. But the frequency of rudder and steering failures in the crewed race raises a number of questions regarding both their design and fabrication. You reported 5 boats out of 43 (more than one out of every nine) experienced rudder damage or steering failure . . . and there may have been others that were less publicized! I think many of your readers would be interested in the skippers, designers, and builders comments concerning these failures and their recommendations to avoid recurrence.

W. Burbeck Johnson
Belvedere

W. Burbeck — At six years of age we had the good fortune to be caught pilfering two pieces of bubblegum at a Safeway store. That humiliating experience taught us all we ever had to learn about property rights.

Our comment, "How do you suppose sailors get them? We wonder . . ." was certainly not intended to imply approval of any pilfering philosophy. Quite the contrary, we'd be happy to clearly demonstrate our feelings if we could only find the person or persons who walked off with over a hundred dollars worth of our snatch blocks last month.

We only mentioned the cartons because they seem to find universal favor as useful items on sailboats for, as you could see, a variety of purposes. Actually, we hope we were wrong and that they were rightfully obtained at some flea market or going out of business sale.

In regard to the rudder problems on the TransPacs. Two boats were pretty much custom, Catch 22 and Huckleberry Apple. In the first case the rudder simply didn't appear to have been built sufficiently strong. In Huckleberry Apple's case, there was a problem with a weld, just one of the many afflictions suffered by a boat that may be in need of a careful, and complete going-over.

Our friend Sam Vahey's problem on his Ranger 37 was again a problem with a weld. A gentleman with some structural smarts, Sam is simply having it welded back for his voyages further into the Pacific, so we assume he feels that it is sufficiently strong by design.

The other three boats with rudder problems were the three Santana 35s. We felt that if we approached the manufacturer right after it happened, they might be overly sensitive and we'd not come away any wiser than before. The same goes for the owners, we thought it would be best if a cooling period intervened.

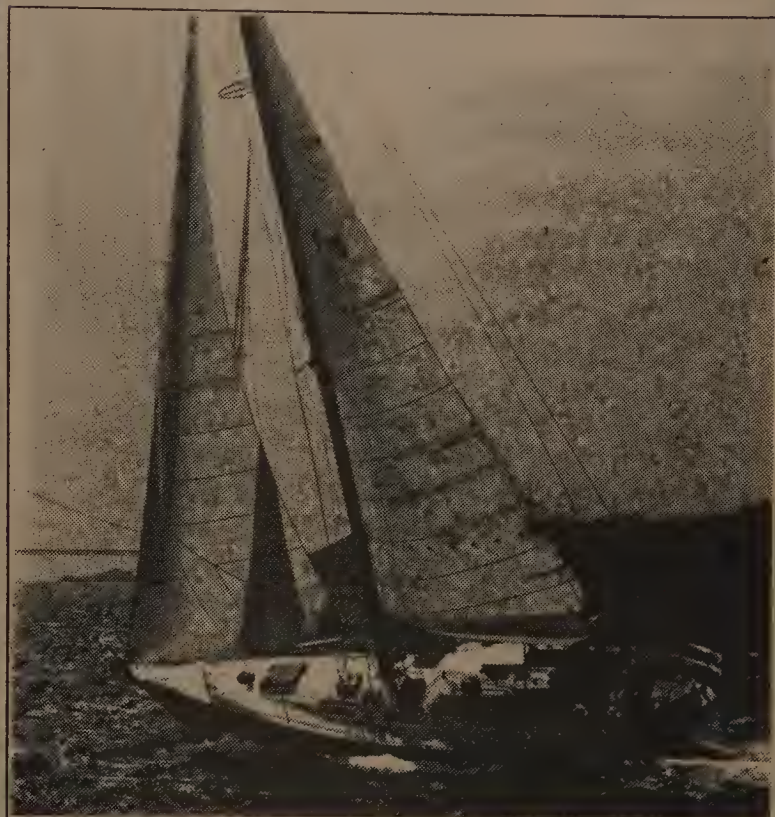
Hopefully in one of the next few issues we'll do a design feature on masts (as we recently did on keels) and be able to come up with a thorough analysis of the problem, and the appropriate solution to the problem. Incidentally, there was a Santana 35, Wide Load — which we believe is from the bay area — that sailed in the Victoria to Maui Race with apparently no problems.

Thanks for sticking with us, we'll try to make it worth your while.

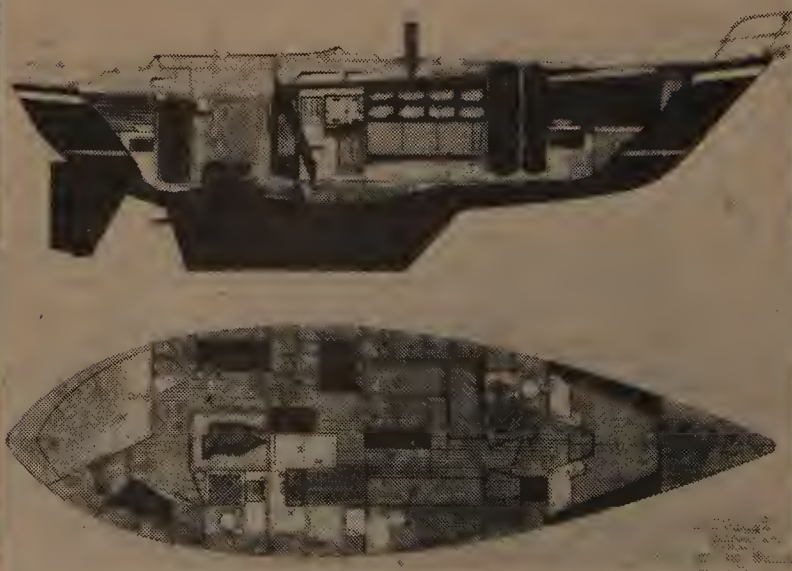
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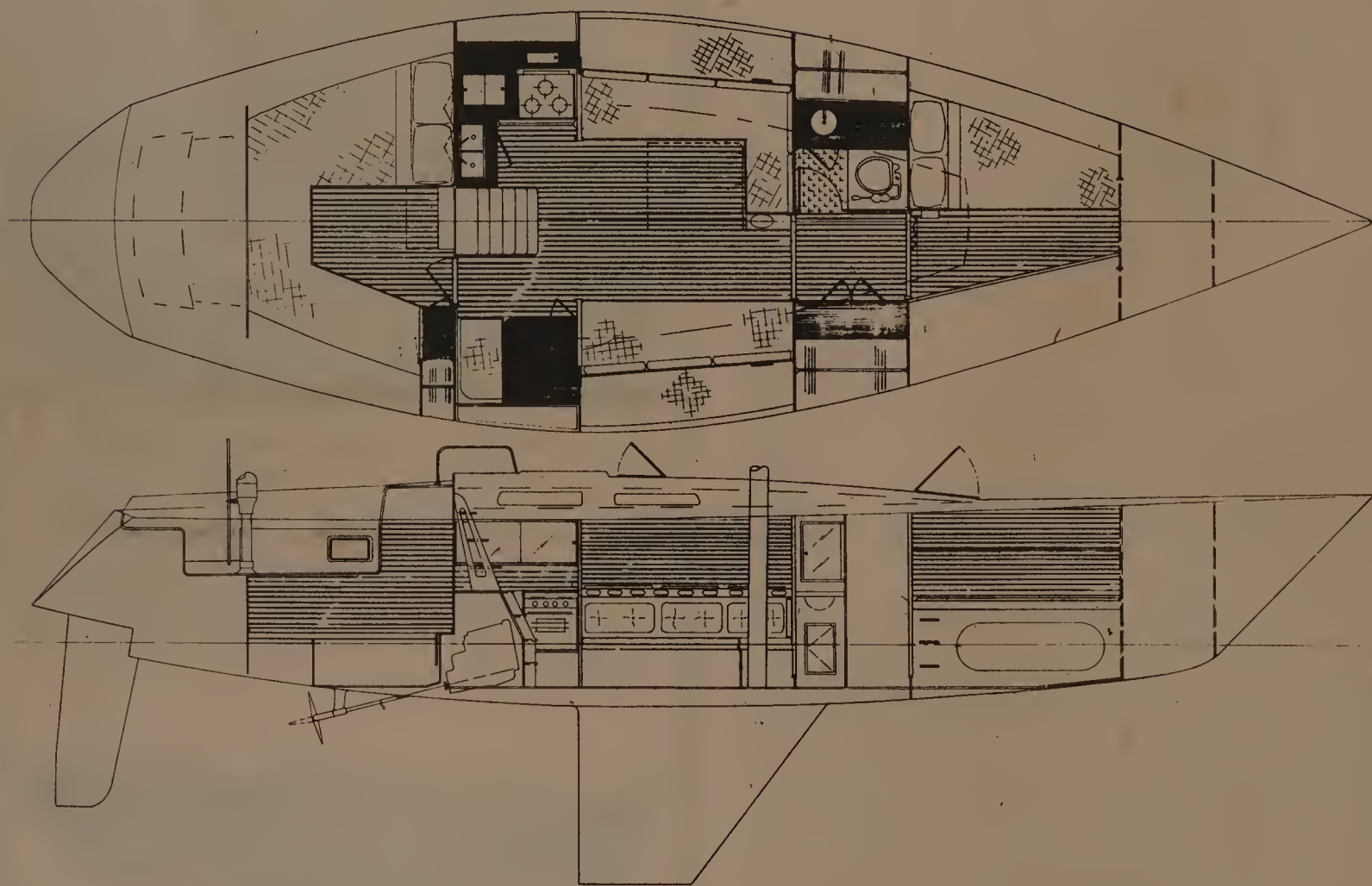
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LOOSE LIPS

Most everybody likes animals, but it seems that porpoises are a big favorite of many. It stands to reasons. If you've ever watched them play under the bow of your boat — or even in a porpoise prison like Marine World — you can't help but be taken in by what appears to be their endless delight in zooming through the water. And there's that very special feeling that those gentle sea-creatures are trying to communicate with you.

When word began to spread a few years back that porpoises were being slaughtered in droves during tuna clipper purse seining operations, it was not surprising that many people gladly contributed dollars here and there to see that it was stopped. As a result of their efforts relatively strong federal regulations were enacted to reduce porpoise deaths during tuna seining operations. Folks in the tuna industry weren't exactly thrilled with the regulations, because it did nothing but make their work more difficult.

Recently such regulations were perhaps in part responsible for the death of one crewman on a tuna clipper: On August 18th, some 2,000 miles south of San Francisco, 22-year-old Jerry Correia of the tuna boat *Calypso* went in the water to free several porpoises that had become tangled in seining nets. In the process of saving the porpoises, he was attacked by a shark. Jerry died a few hours later on *Calypso*, the boat on which his father is captain.

We're not about to advocate the abandonment of the regulations enacted to protect the porpoises from slaughter because we think this was probably a freak incident. But we thought it worth mentioning because Jerry Correia's young wife is expecting their first child this month and a trust-fund has been set up for the unborn babe. Many of us have given a few bucks to save the porpoises, but this guy gave up his life. We figured some of you might want to help his family out. Contributions can be made to the trust-fund at the Peninsula Bank on 1331 Rosecrans St., San Diego, CA 92106.

Saturday, September 21, was the day of the Rusty Pelican Regatta, a 'fun' race. For 5 bucks folks got a couple of T-shirts, coffee and doughnuts, discount drink tickets, and a chance to race.

Winner of the Rusty Pelican-John Beery Perpetual Trophy for the best elapsed time were Dave 'Hollywood' Hulse and 'J.J.', whom we know only as a woman friend of Tom Blackaller. Sailing J.J.'s *Toronado*, they won the catamaran class as well as the Perpetual Trophy.

Ron Kelly & Dolores Komoto won the dinghy class with an *Interlake 18*, a new boat to us. D. Branstrom sailed his *Moore 24* to victory in the up to 27-ft. class, while Rolf Soltau, fresh from a *TransPac* victory on *Merlin*, won the 27-ft. and over division.

The event started at 9:00 in the morning and by 7:15 the action was still hot in the Mariner Square bars and restaurant.

The Prince of Wales Cup Quarter Finals — the cup is for the USYRU match racing championship — was held in September at the Berkeley YC. The San Francisco YC entry, with Andrew Bassis at the helm, beat both the Inverness and Berkeley YC entries 2-0 in the best of three round robin races. Skipper Robert Caldwell and the Inverness team will also move on to the semi-finals next spring in southern California on the basis of beating Dennis Fritts and the BYC team. Finals for the Prince of Wales Cup will be held next fall on the east coast.

QUICKSILVER SAILS ALAMEDA

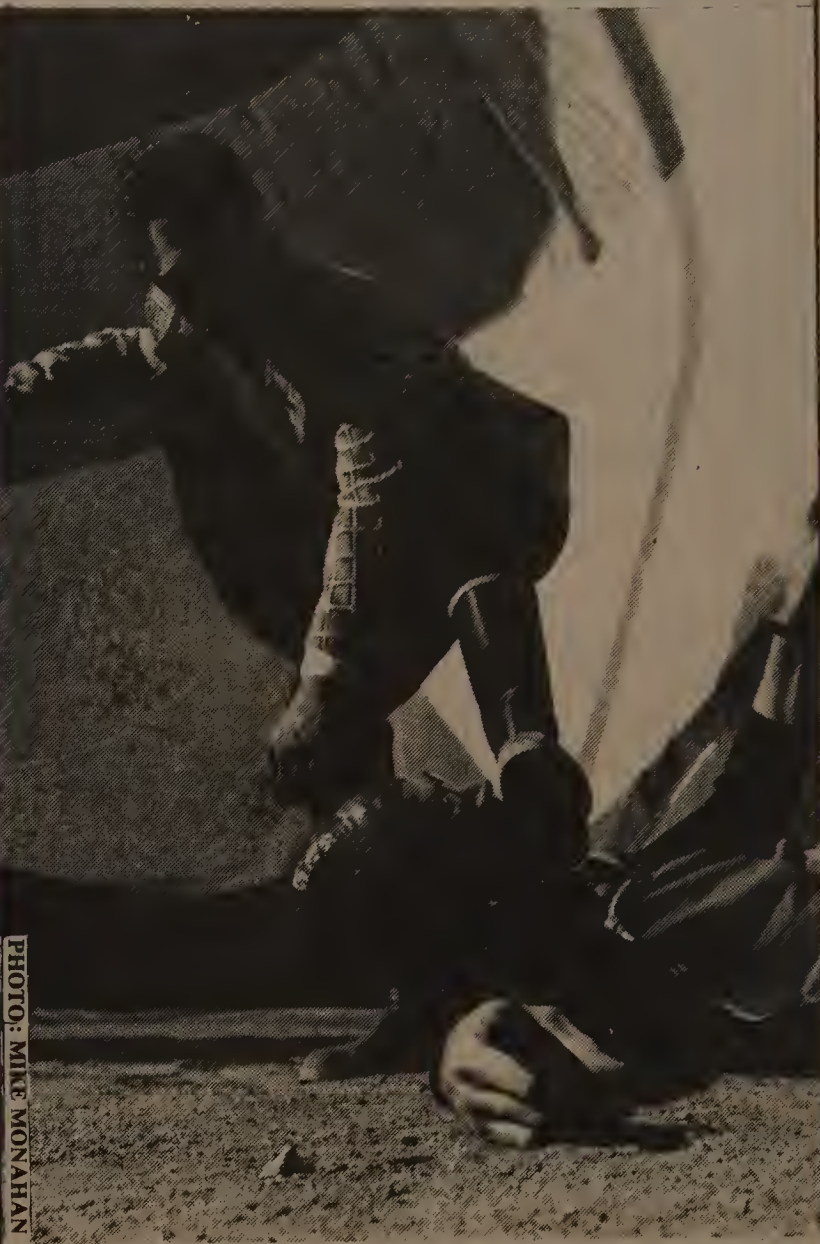


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| 35' Ericson (race equipped) | 48,000 |
| 36' C&C (custom steel) | 87,500 |
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| Stone Gaff Sloop | 19,500 |
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LOOSE LIPS

Citing the Russian invasion of Afganistan, President Carter called for a boycott of the Olympics in Russia. As you know, the United States and a number of other countries decided not to send a team. A number of countries that did decide to attend had their sailing squads drop out of their own volition. The sailing competition in Russia, therefore, was far below first rate.

The controversy created by the boycott had serious repercussions within the United States Yacht Racing Union, which runs the sailing scene in the United States. In fact, this spring a resolution was made to withdraw sailing competition from the Olympics. After a summer long debate over the issue, the USYRU's board of directors overwhelmingly defeated that resolution. Another resolution, this one urging the elimination of undesirable aspects of the Olympics such as unnecessary nationalism, was adopted instead.

And while we're on the subject of the Olympics, we're sure most of you have heard that board sailing has now been added to the competition. That gold metal, considering the European love-affair with board sailing, is going to be one tough sucker to win.

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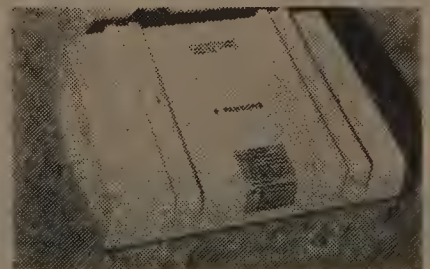
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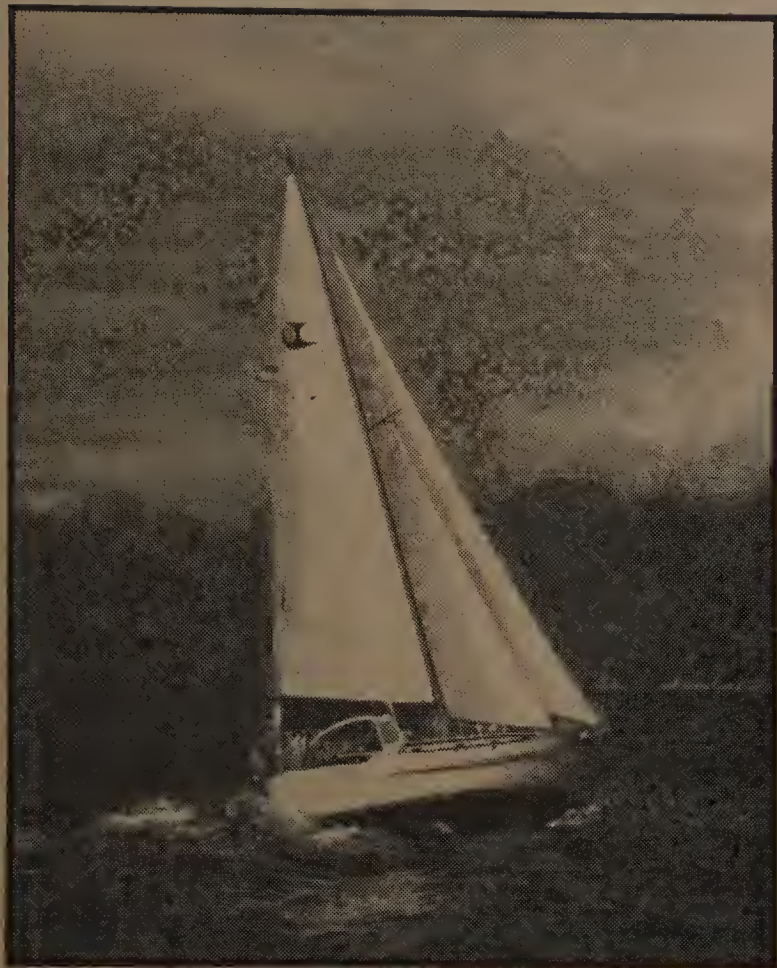


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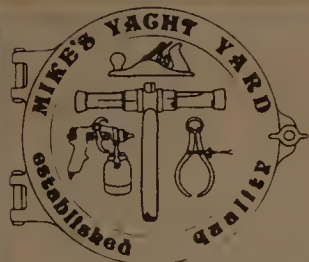
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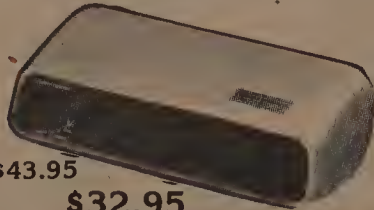
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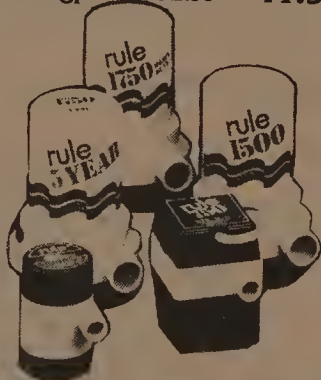
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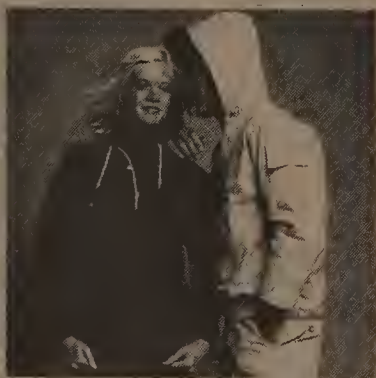
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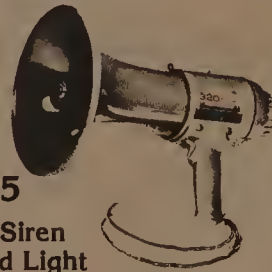
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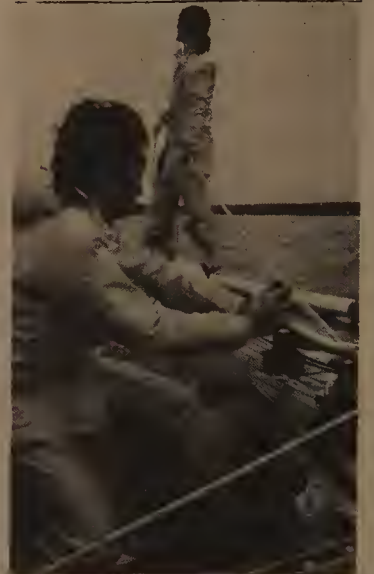
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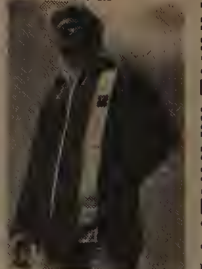


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USCG Approved**

Navy
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\$66.50 **\$46.50**

CHANGES IN LATITUDES

One of the biggest concerns for shorthanded cruisers is the fear of being hit by a freighter. Many folks carry radar reflectors in the hope that they will be spotted, but we're all aware of the disputes over whether they really work or if anyone on a freighter even looks at radar anyway.

We were reading the September 1980 *Commodore's Bulletin of the Seven Seas Cruising Association* and came across a letter that seemed to shed some interesting new light on the subject of radar and avoiding being hit. The letter was written by Bill and Jo Podbreger of Sacramento as part of a recap of the Hanalei Bay-Alaska-Sacramento Delta leg of an extended cruise. Here's what they had to say:

"The third day north of Hanalei Bay (Kauai), I talked to the first of 9 ships on VHF radio. They and we monitor Channel 16 continuously. I chatted with the second mate for half an hour and found out some interesting facts. Radar reflectors, as carried by most yachts, are ineffective as far as a ship is concerned. He said that where we were, in fog and mist, wet sails present a good radar target. This proved true in other ships that I talked with, as long as we were in rain and fog. We were a good target at 14 miles with wet sails, even in big seas."

What do you think of that?

The Podbregers went on to write that they'd hit the mike button on their VHF 3 times every half hour. Not only would this break the squelch, but many times they'd get a BEEP BEEP BEEP back, indicating that there was a ship within about 30 miles of them and that they should be on the alert.

Interesting, no? Anyone else have any experience with beeping or wet sails as radar reflectors?

How many times have you heard cruisers rave about the benefits of being able to communicate with their ham radio? It's a capability most cruisers would like to have, but who the heck can get their act together enough to learn morse code, radio theory, and all that jazz necessary to get a license? Well, maybe somebody can help put your act together — free of charge.

Contra Costa College in San Pablo is offering Eng. 198-81, which happens to be "Radio Theory and Practice". It will cover the rules, regulations, and theory required to pass the first (novice) level FCC examination for Radio Amateur License. It is a six week class held Thursday evenings from 7 to 10 p.m., and the first class is October 23rd.

Registration is simple, just show up at the first meeting of the class. But it would help to request an application earlier as class size must be limited. For further information contact the Instructor, Steve Dodge, at (415) 233-5833 or by calling Contra Costa College's Physical Science Department at 235-7800, ext. 224.

By the way, Contra Costa will also have a course in Marine Electrical Practice for those of you who have a cruising boat that needs to be rewired, wired, or simply has electrical problems. It's a 12-week course from 7 to 10 p.m. on Wednesday evenings starting the 22nd of October. Call Steve Dodge at the same numbers for further information.

Late in August the owner of a 26-ft. Chris Craft powerboat died while attempting to enter the jetty to the Oceanside Harbor. Two other occupants of the boat were thrown into the water but rescued unharmed.

Your boat is a personal thing.

You have very special feelings about your boat and its place in your heart.

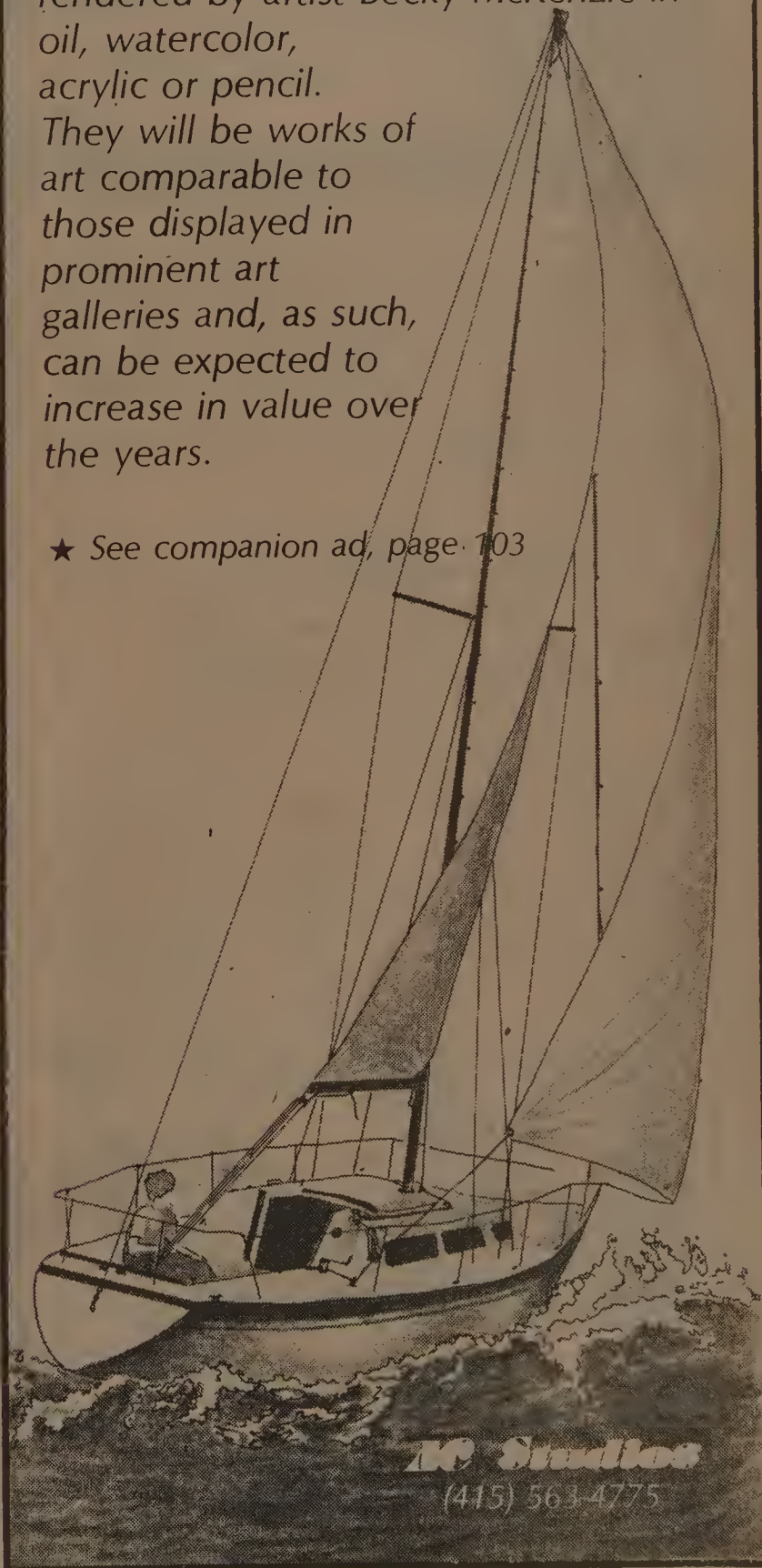
Think of an artist's portrayal of your boat under full sails — any point of sail you choose, heeled over as you wish, and from any desired aspect.

Think also of a picture of you at the helm of your boat. ★

These fine art illustrations can be rendered by artist Becky McKenzie in oil, watercolor, acrylic or pencil.

They will be works of art comparable to those displayed in prominent art galleries and, as such, can be expected to increase in value over the years.

★ See companion ad, page 103



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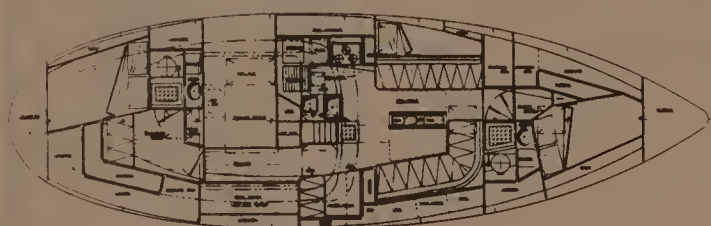
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The **Oceanic 41, 43, 46 and 55** can make your dream of world cruising possible at an affordable price with comfort and safety in all weather. These Ted Brewer designed yachts are fast, weatherly ocean sailing vessels whose construction will satisfy the most discriminating yachtsman. They are the only production sailboats of this size designed as pilothouse offshore cruisers with two complete operation stations and independent steering systems. Available in pilothouse or center cockpit designs with a centerboard keel option. Finest available sailaway equipment standard, including: sails, sail covers, Isomat aluminum spar and s.s. rigging. Barient winches, Nicro Fico deck hardware, Merriman tracks and blocks, Yacht Specialties steering, Boma hatches, ground tackle, double lifelines, teak decks, Perkins or equivalent diesel and U.S.C.G. equipment.

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Oceanic 43 Center Cockpit Sailboat

| | |
|------------------|-------------|
| L.O.A. | 43'0" |
| L.W.L. | 36'4 1/2" |
| Beam | 13'0" |
| Draft | 5'7" |
| C/B Version-B.U. | 4'4" |
| B.D. | 8'0" |
| Displacement | 27,500 |
| Ballast | 9,000 |
| Sail Area | 912 sq. ft. |

The perfect liveaboard offshore cruising yacht for a couple or a family. Ideal charter boat. It's modified full keel makes it a performance sailboat, as well as a comfortable cruising yacht. Available in ketch or cutter rig.

Oceanic 46 Pilothouse Cutter

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|--------------|-----------|
| L.O.A. | 45'9" |
| L.W.L. | 36'6" |
| Beam | 13'6" |
| Sail Area | 1090 S.F. |
| Draft | 5'9" |
| Displacement | 34,000# |
| Ballast | 11,500# |

This fine seaworthy bluewater yacht makes a comfortable live-aboard for four or more, or can be used as an excellent charter boat. The Oceanic 46 has proven to handle easily and comfortably in heavy as well as fair weather, to the delight of the most seasoned yachtsman.



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(305) 371-8288

CHANGES IN LATITUDES

In the past we've made mention that many of California's man-made jetties become dangerous during periods of high surf, and this incident is just another tragic reminder. The owner of the boat was trying to feel his way in the harbor during a dense morning fog. Suddenly the breakwater loomed ahead and he had to swerve to avoid running on the rocks. While making the turn the boat was hit broadside by a wave, throwing all of the boats occupants into the water.

Those of you headed south for winter cruising should be aware of this potential danger, and when in doubt head out and call for current jetty information. Big north swells make winter and spring the most hazardous times of the year.

Entrances that immediately come to mind as having the potential of becoming especially dangerous include Santa Cruz, Ventura, and Oceanside.

Racing season is pretty much over — you cruising folks will be glad to hear. This should give us an opportunity to unleash some of the cruising articles we haven't been able to fit in for the past few months. So stay tuned from goodies from Mexico, the south Pacific, central America and who knows where else.

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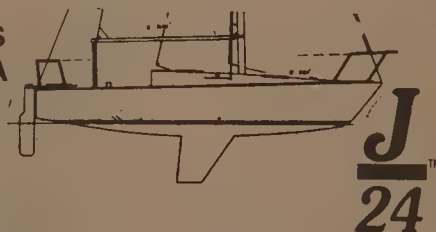
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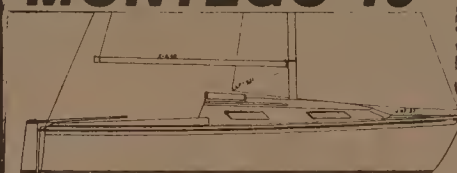
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| 1978 Windward Passage 36, loaded! | \$85,000 |
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| 1973 Coronado 15, trlr., North Sails | 2,300 |
| 15' Wooden Daysailer, with trailer | 1,700 |
| 1973 Omega, 14, with trailer | 1,700 |
| 1966 O'Day O'spray, with trailer | 1,695 |

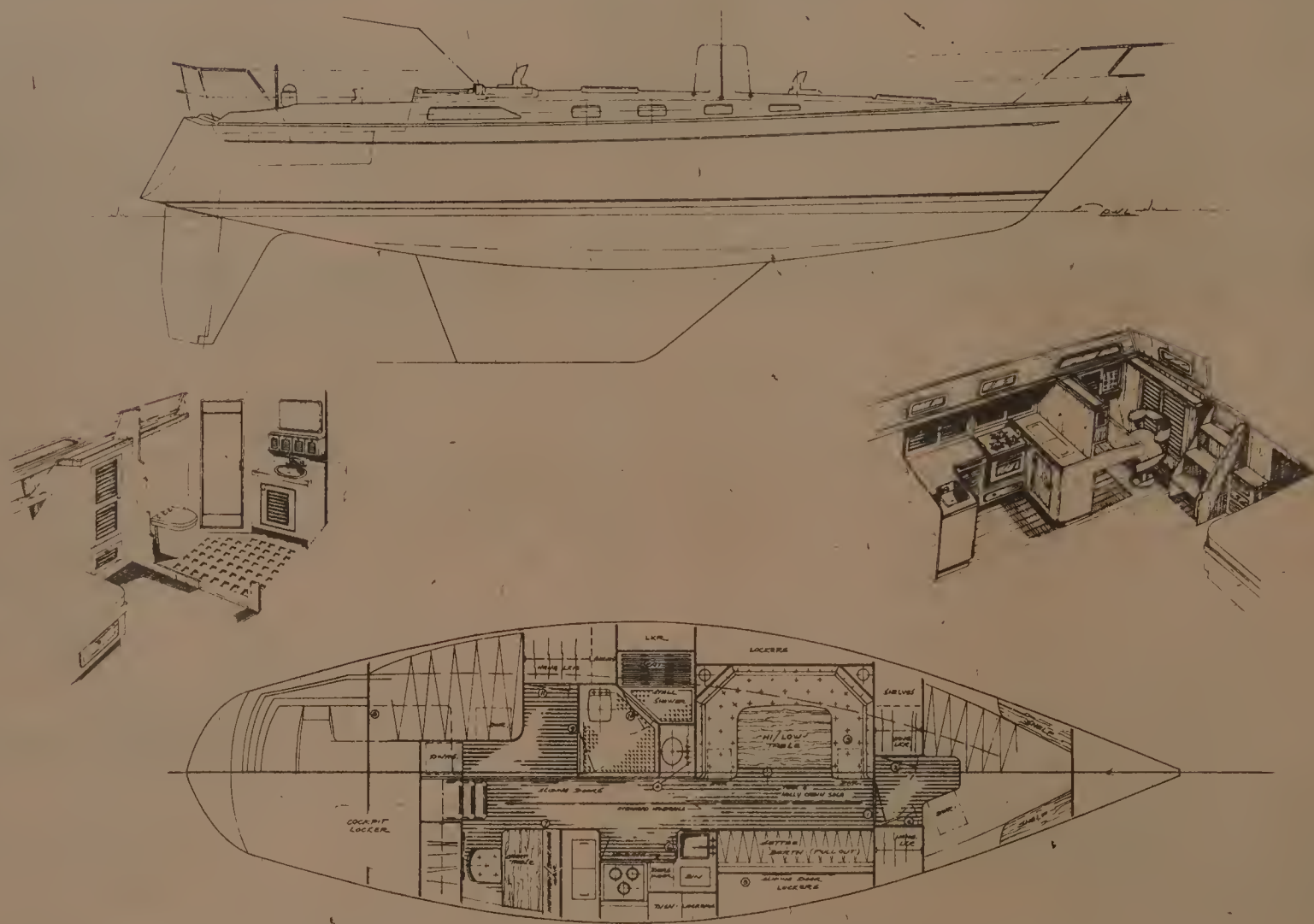
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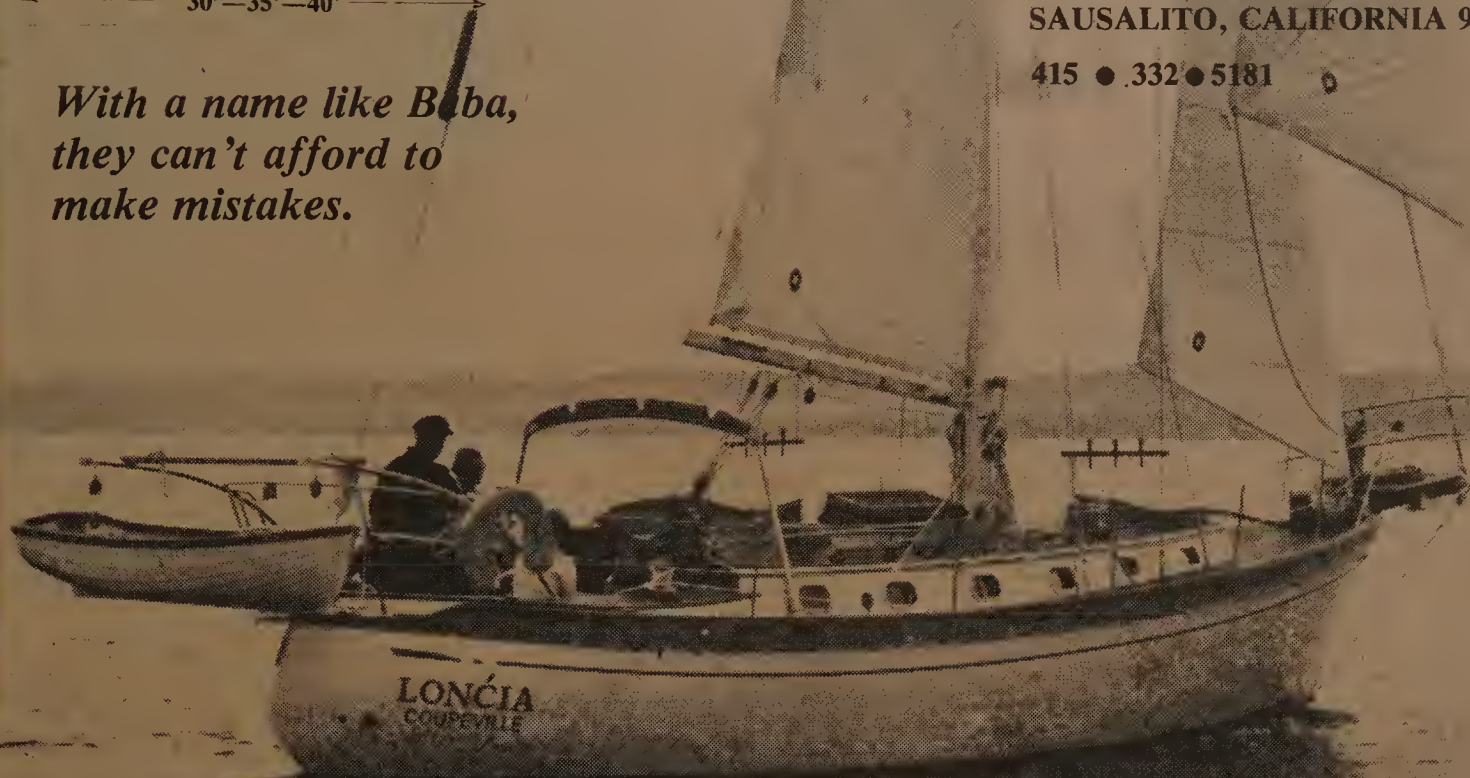
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SIGHTINGS

foul

flight pattern

of a condor

One maxi that was expected for the St. Francis YC's Big Boat Series that didn't make it was Bob Bell's 78-foot *Condor of Bermuda*. Earlier in the summer she had left Auckland, where she'd been given a complete refit for around-the-buoy racing, and headed for Hawaii and the Pan Am Clipper Series, after which she planned to do the Big Boat Series.

Condor never made Hawaii due to an unscheduled stop (see photo above provided by Charles Stern of San Francisco) on the reef at Tetiaroa Atoll, which happens to be Marlon Brando's place in the sun, some 30 miles north of Papeete. The Godfather, bless his heart, was kind to the delivery crew of 10.

Having drifted onto the reef with powerful currents, *Condor* was pounded by the 4 to 6 foot swells. Two tugs were finally brought to the scene, and after *Condor* was stuffed with inner tubes and oil drums she was pulled off and towed to Papeete. The insurance folks took one look at the 4'x30' gash in her mahogany topsides and declared her a loss. There have since been conflicting reports as to whether or not she will be rebuilt; it's been known that Bell has been thinking of having another maxi racer built and retiring *Condor* to cruising.

There have been few dull moments in *Condor's* rather short career. The day before the 1977 Whitbread Around the World Race she had her name changed; then on the first leg dropped to carbon fiber mast. Before she joined the list of famous yachts that have gone on south Pacific reefs — *Wanderer* and *Yankee* among them — she had had two different keels, three sterns, and four masts with three different rigs. Hardly an ignored boat.

One of *Condor's* finest moments came during the wild and tragic hours of last year's Fastnet Race. At the Fastnet Rock she trailed *Kialoa* by an hour and a half, but during the worst of the storm she and her primarily Kiwi crew poured it on to pass *Kialoa* and set a new elapsed time record for the race.

During that wild dash to the finish, *Condor* was to inadvertently manage what probably has to rank as the wildest maxi boat stunt ever pulled. We heard the story from Dave Allen who had sailed the race in his *Imp*, and absolutely stands behind the veracity of the Kiwi helmsman who told it to him.

It seems that after the winds moderated to something ridiculous like 50 knots, the 'death or glory' attitude of the Kiwis broke through and they decided to set a chute. It was not a normal chute — something like 7 ounce material (we never knew they made such stuff) and rather small but *Condor* immediately burst up to 27 knots or some ridiculous speed and they were to average that for about half an hour.

While they were ripping along, the steep and huge waves began to cause a bit of a problem, because the boom began to drag. Finally when the boom dug so deep into one wave the 78-ft. *Condor* more or less pivoted on the boom and spun 180 degrees so she was suddenly facing backwards! Rather than freak out and try and do the impossible, i.e., steer out of it, the helmsman straightened out the wheel. The chute filled back against the spreaders, and *Condor* took off towards the finish line, sailing backwards, at a clip estimated at about 5 knots. When the next wave came along the helmsman carefully reversed the process by digging the spinnaker pole. *Condor* again did a 180, and resumed her greater than 20 knot pace — bow first — for the finish line.

Seems like it might be worth repairing a boat that can do stuff like that.



golden years

We just wanted to remind all you folks that the Oakland Museum's "Yachting's Golden Years: 1910-1940" special tribute is now being held at the Oakland Museum. This exhibition in the Museum's Bruener Gallery includes photographs from the golden age, yachting attire, cup and trophies, yacht club burgees, half models, and original marine architects drawings of the era. The exhibition runs through October 19th; museum hours are Tuesday thru Saturday 10 to 5, and

photo contest

This is the first of several reminders that the deadline for the *Latitude 38* photo contest is November 1. Win up to \$150, see your photo in print, make us happy — all in one shot!



Photo stolen from a French newspaper as partial reparation for the mistreatment of Americans at the hands of French waiters.

reminder

Sunday, 12 to 7. Take the whole family.

Besides the museum exhibition there will be a special program in which you will be allowed to board some of the vessels of that era. 30 of the historic yachts will be moored in Embarcadero Cove on October 11-12, and will be open for public boarding between noon and 5:30 each day. Admission is \$5 a person, or \$12.50 for families. Rubber soles are mandatory.

For further information, call 273-3842.

reminder, number 1

Send entries to *Latitude 38*, P.O. Box 1678, Sausalito, California 94965. Next contest reminder appears four pages down the road.

sss in the bay

Here's the opportunity we've been waiting for, those of us who've wanted to do singlehanded races but are either afraid of the ocean or have wives who won't allow us to sail outside the Gate. Yes, friends, on the 25th of October the Singlehanded Sailing Society will sponsor their first ever in-the-bay singlehanded race. The course will start at the Olympic Circle in Berkeley and take the fleet to Vallejo, where the fleet will spend the night. No doubt there'll be a little eating, lots of drinking and more lying than anything.

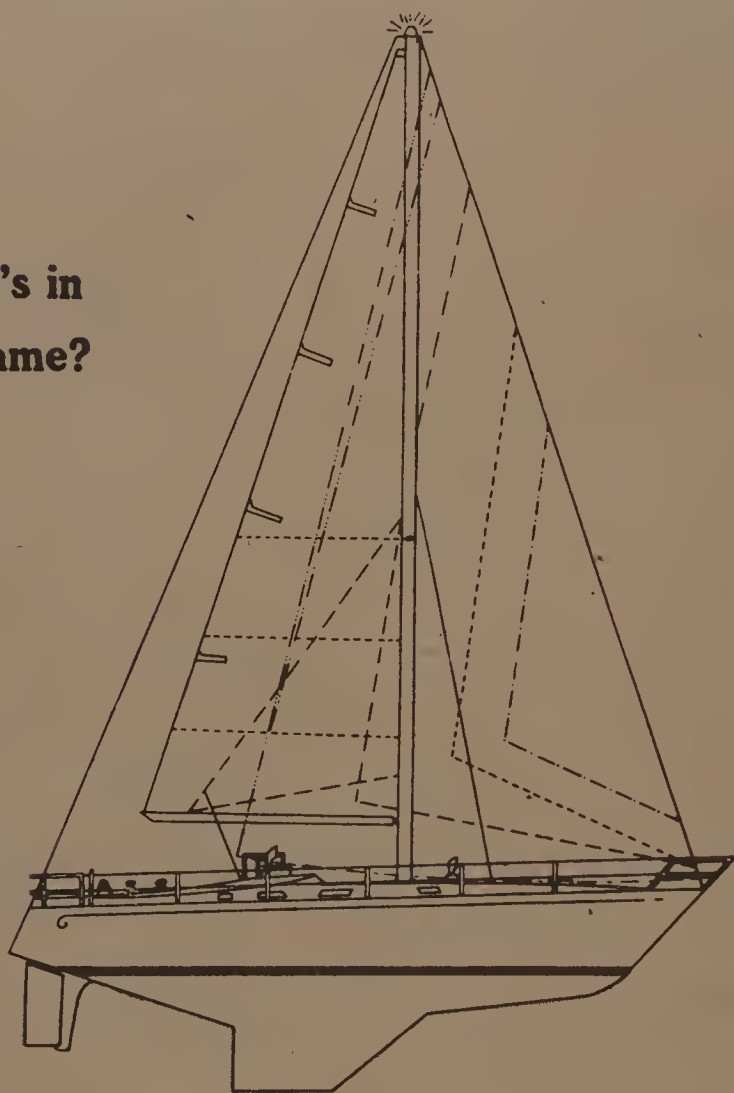
If anyone is able to raise their heads in the morning, there will be a doublehanded race back to Berkeley. Trophies will be awarded for both legs of the race.

Deadline for entering the race is the 20th of October. The entry fee is \$25 for those who aren't members of the Society; members are allowed to race free. Skipper's meeting is October 22nd at the Ballena Bay YC in Alameda.

For further information and an entry form, write Commodore Mike Herz c/o the Oceanic Socceity, Building E, Fort Mason, San Francisco, CA 94123. You know what they say: "Paris in Spring, Vallejo in the Fall". Get those applications in *now*!

SIGHTINGS

**what's in
a name?**



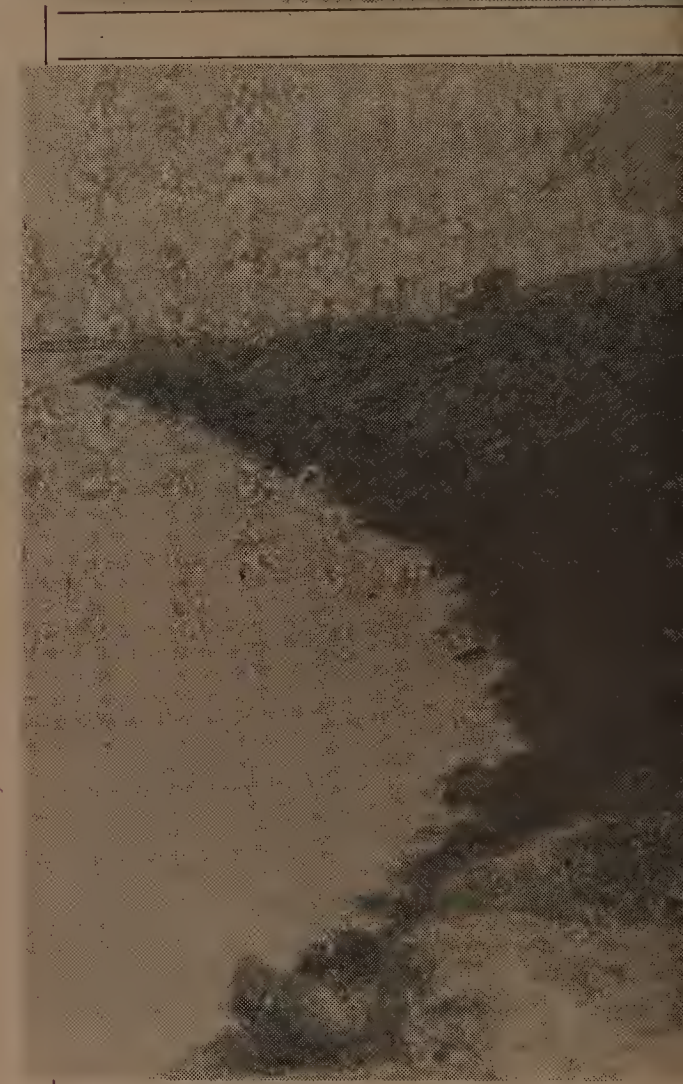
Last month we had some discussion about the problem yacht designers have getting their work ripped off, or having others trade upon the good name they have earned. So we couldn't help but laugh when we ran across this line drawing and ad copy that appeared in an advertisement in one of the sailing magazines recently that blatantly traded in on the name of another manufacturer.

The drawing isn't the worst we've seen, although it is a bit angular for our tastes. It's advertised as a "43-ft. Swan Type Sloop" — in fact, that's the name it's been given. Can you imagine somebody asking you what kind of boat you own and you say "I've got a 43-ft. Swan Type Sloop." You can bet the guy would again ask you what kind of boat you have.

What exactly they mean by a Swan Type Sloop escapes us. The only similarities we can see with any Swan is that it's a sloop. It certainly doesn't resemble the design world of either Ron Holland or S&S, who have done the Swans in the past. It seems to us that it just as well could have been called a 43-ft. Catalina 22 Type Sloop or a 43-ft. Cal 34 Type Sloop as much as being likened to a Swan.

The ad copy reads, "The hull, deck and cabin roof are made from GRP with a teak overlaid deck giving it the real look of quality." It's interesting to note that while they say it has the look of quality, they make no mention of if it really is quality.

We are assured, however, that the 43-ft. Swan Type Sloop is a "Craft for REAL seamen." That is according to the manufacturer, who goes by the name — we swear this is true — Mister Taiwan.



marine

On October 18th and 19th, some of the local marine dealers will be auctioning off some of their surplus supplies and small boats. The equipment can be previewed at 11:00 at Mariner Square in Alameda, and the actual auction will be held on Sunday the

not soft on socialism

One of the things that has always been distinctive about the Berkeley Marina is its lack of small business. For a marina that size you'd figure they'd have a boat yard, a couple of coffee shops, a chandlery, yacht sales, and all the normal stuff you find elsewhere. Berkeley never had it, and we always figured it had something to do with the sometimes weird business climate.

When we went wandering out toward the fuel dock the other week we spied the above travel-lift and new berths — 'Ah ha!' we said to ourselves, 'somebody has finally gotten the drop on the city of Berkeley.' So we called up Chuck Roberts at the Marina office and found out we were all wrong. The boatyard going in is just one part of a complex at the northwest end of the marina which will include a big covered boatyard shed, open area to work on boats, a chandlery, a small factory, yacht sales, some berths to be used in conjunction with the boatyard, and a fuel dock.

We asked Chuck if this meant Berkeley had gone soft on socialism, but he told us it was nothing like that at all. This, he said, was simply the final phase in Berkeley's Master Plan for the Marina. In the beginning there were the berths and the better restaurants, later other improvements were made, and now the boatyard and other facilities will go in. Nothing has changed, it's just the fulfillment of the long-existing plan.

The company running all these new businesses is the Berkeley Marine Center, Inc., a private company that has done various kinds of development works, but has not been involved in the boat related business. Presumably some of the concessions will be leased out to sub-contractors. Like other private businesses in the Berkeley Marina, they have a long term lease from the city and will pay a certain percentage of the profits for the privilege of operating there.

We called the fuel dock to see if anyone there had any idea when the facilities might be open for business. Mike Harner answered the phone and said they had fired up the travel-lift the other day, but that things wouldn't start getting operational until the first of the year at least. None of the buildings have started construction.

Mike figured one problem for the boatyard might be Berkeley's brisk summer breezes could make it hard to paint. There will, however, be a 400-ft. long boat shed right against the bay, so that ought to help.

All in all these services ought to be welcome to boatowners in Berkeley, for they have been conspicuously absent in the past.

more on berkeley

While in the northwest corner where the business developments will take place, we noticed lots of other work going on. First of all there was a new breakwater we've never seen, and secondly, there was some heavy duty landscaping going on to the north, on the site of the old dump.

Chuck Roberts said that indeed the breakwater had been just completed, and it was built to make-up for the inadequacies of the first one. The bulldozing to the north was the development of an 'unstructured park', which means BBQ pits, jogging trails, grass areas, and that kind of stuff. Currently 6 of the 90 garbage filled acres will be developed with 6 more acres to be developed in a similar way in a number of years. The Master Plan for this area calls for a large part to be reserved for wildlife, a transitional zone to cushion the wildlife from human life, and recreational zones.

That's it from Berkeley.

Bang, bang, bang, in Berkeley.

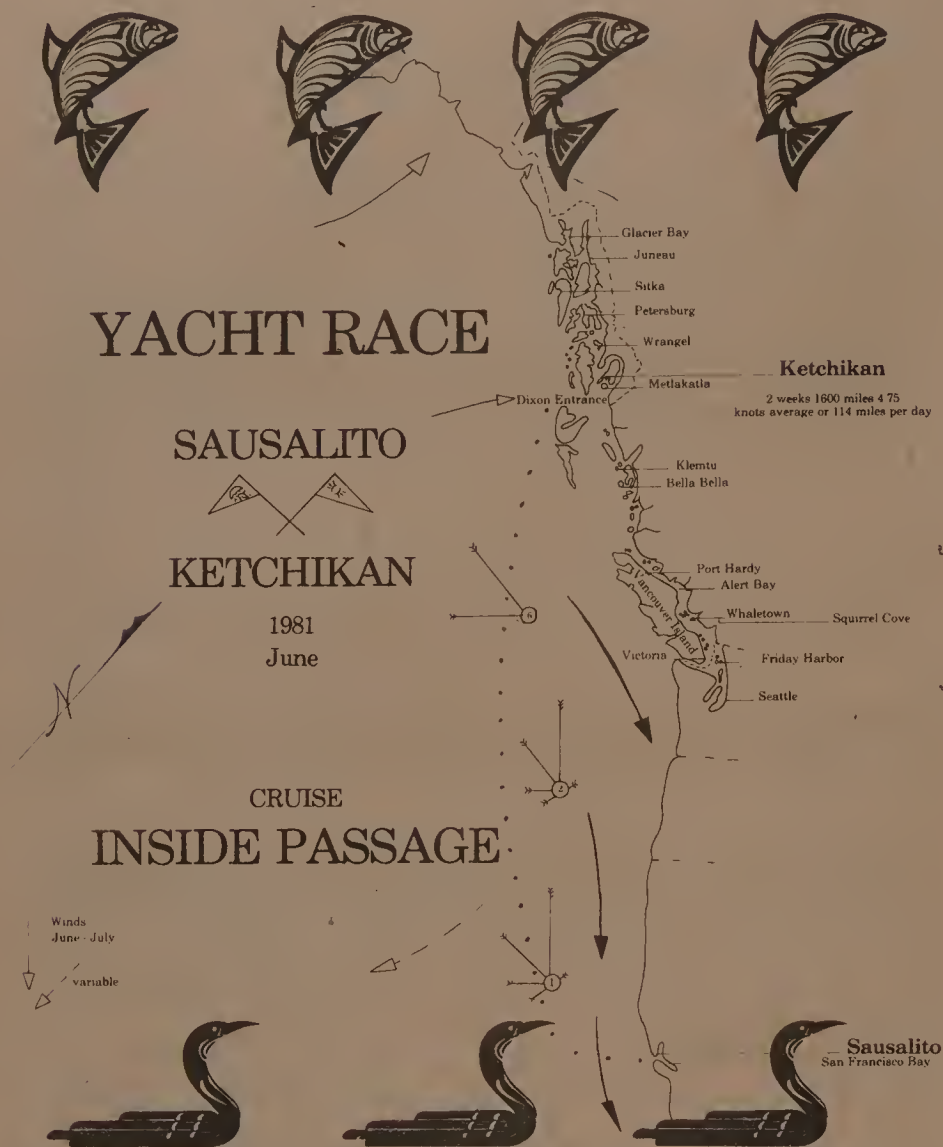
auktion

19th, again starting at 11:00.

In conjunction with the auktion there will be a flea market for marine gear on both Saturday the 18th and Sunday the 19th. There is no admission charge.

SIGHTINGS

Sponsored by Sausalito Cruising Club and Ketchikan Yacht Club



For information send \$10⁰⁰ to Race Chairman Donald Goring 647 Pacific Avenue, Alameda, CA 94501

quiet, cool solitude

The above race poster is one of the more unusual we've seen, but that's appropriate because it announces one of the more unusual races we've heard of. Most events that start in California head for even warmer climes and brighter tropical beaches; this one heads for quiet, cool Ketchikan, and solitude.

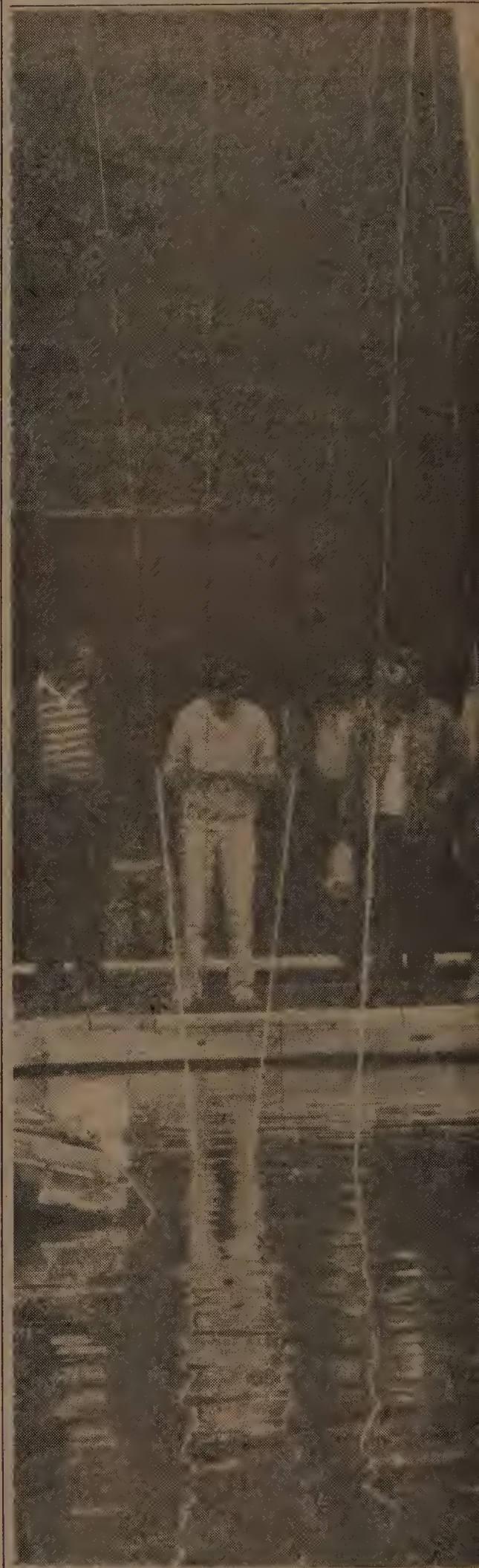
The starting date of the Sausalito-Ketchikan Race will be June 1, 1981, and will be sponsored by both the Sausalito Cruising Club and the Ketchikan Yacht Club. Spokesman for the event, veteran northern sailor Donald Goring, hopes to attract between 6 and 16 entries, and figures it should take the fleet about two weeks. A 2,000-mile course, that averages out to a reasonable enough sounding 114-mile a day average.

The race will feature a 'pursuit start', meaning the slower boats will leave earlier in a staggered start, getting their handicap all at once. The faster boats will start later, hoping to catch up and pass the fleet. Goring feels this will add an extra margin for safety for the fleet, a fleet he hopes will strive more for "quiet competence" rather than raw speed. PHRF ratings will be used.

Heading north from northern California immediately brings chills to our minds, but Goring, who has made 8 passages north including 3 in the last 4 years, says that summer farther north is no colder than is it here. June, July, August, and much of September are quite nice.

Goring advises that the young don't make the trip because they will be

continued on next sightings page



quiet, cool — con't.

dissatisfied with southeast Alaska. It's a race for "old men", those who would see the Misty Fjords as a watery Yosemite with but a lone yacht. The trip back — he plans to take the Inland Passage with its five rapids — can be a great one. "This is a nature cruise home and lucky is the sailor who experiences it; he will need god to thank and a hand to squeeze, for it is endless and real, and it does cleanse the inner man." That's more than can be said for some races that end in Honolulu.

Sound interesting to you? You can get complete information by sending \$10 to Race Committee Chairman Donald Goring at 647 Pacific Avenue in Alameda, 94501. If a small group is interested in further investigation of the race, Goring will be happy to meet with them and show movies of the area. He can be reached at the same address.

talk about your in-the-water boat shows

The San Francisco In-The-Water Boat Show was held early in September, and Karen Thompson reports that it lived up to its name. On the first Saturday of the show 5 people, including one boat dealer, managed to tumble off the crowded docks and into the water. We'd tell you who the dealer was, except we don't want to embarrass Roger Wales.

In the water is no exaggeration for the Dufour 35 that sank during the show. This is one of those things that's so awful, you almost have to laugh to live with it. Owned by one of Sailboat Inc.'s salesmen, apparently one of the instrument thru hull fittings wasn't completely tight. Here's hoping nobody thinks it was the boat's fault. Incidentally the Dufour 35 was the boat Dr. Don Rose — the guy who has the brilliantly chaotic morning radio show on KFRC — sailed to Hawaii, a sail we hope to report on a little later.

Karen Thompson reported that the attendance was up 15% over last fall's record attendance, and up infinitely from the spring show when the sky fell. She observed that dealers, boaters, and bankers have all become much more sophisticated and creative in their approaches to financing. Boats apparently moved quite well — Karen admitted show producers always say that, but said it was really true with this show. She noted that whereas the few boats sold in the spring were virtually all cruising boats to people who had sold their houses, this show had buyers for the entire spectrum of boats.

The appearance of a number of noted naval architects and designers was again a highlight of the show, a feature that will probably become an institution of the show.

For those who get this issue of *Latitude 38*, the Northern California Marine Association Boat Show is at the Oakland Coliseum until the 5th of October. If you didn't buy a boat at the In-The-Water Show, we'd recommend you run to the Coliseum and make your purchase now.

photo contest

Friends, the deadline for the *Latitude 38* Photo Contest is November First — the deadline for winning up to \$150 magnificent dollars for just one sailing photograph. Like we've said from the beginning, any photograph having the remotest connection with sailing is eminently enterable. So get off your duffs and send your goodies in before it gets too late. And we're not just asking, we're begging, because — like always — we're desperate!

Send your photos in with a self-addressed, stamped envelope to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94965. As a special bonus we promise not to lose them.



PHOTO BY GREG VON BUCHAU

catch a star

A while back we mentioned that the *Sunday Times* (London) had offered 10,000 English pounds for the winner of the STAR (*Sunday Times Atlantic Riband*). To win the STAR you simply had to break the TransAtlantic sailing record set 75 years ago by the 3 masted schooner *Atlantic*. The record was set in 1905 by the then 35-year-old boat, with a fine time of 12 days, 4 hours, and 1 minute from New York to the Lizard in jolly-old England.

A number of boats have had a go at the record. They included the maxis *Fernande* and *Ondine* (the latter of which under the not always followed supervision of Commodore Tompkins), the trimarans *Great Britain III* and *Kawasaki*, and the sloops *Cardio-France* and *Desperado*. Of these, *Kawasaki* came the closest, failing to break the record by one day.

Two other attempts were being mounted, one intending to use a 56-ft. proa. You don't hear too much about ocean-going proas, and maybe with good reason. Two entered the OSTAR; one capsized on the way to the starting line. The other planned shot at the STAR was to be made by Leslie Williams in *Ocean Greyhound*, the first of what is planned to be an 80-ft. one-design production maxi from the board of Doug Peterson.

But neither the proa or Leslie Williams got a shot at the prize because the grizzly record smasher Eric Taberly got there first and walked off with the prize. Taberly had been scheduled to sail the OSTAR in his radical hydrofoil trimaran *Paul Ricard*, but had to scratch with an injury. Thus he had to settle for breaking one of the oldest and finest sailing records, that of the *Atlantic*. His time was a sensational 10 days, 5 hours and 14 minutes, breaking the 75 year old record by just under two days. Taberly sailed alone.

We're not exactly sure when he set the record, about a month ago we believe. We'll be able to tell you for sure next month however, for we'll be interviewing Michael Kane — he was first to finish the Singlehanded TransPac — and he'll be telling us everything anybody ever wanted to know about the history, design, sailing, and lore of trimarans. Be with us then, won't you?

mid-winter race series — already?

Fall is here so can the Mid-Winter Race Series be far behind? No, they can't. Generally there are four major Mid-Winter Series in the bay, and while we've yet to hear from the Corinthian YC, we've got the dates from the other three.

The Sausalito Cruising Club will be holding their races on November 15, December 13, January 17, February 21, and March 21. Races start at noon off YRA mark 12, and applications should be sent in by October 12 if possible. The series costs \$10 and you may get an entry form by calling 232-9349 or writing the club at P.O. Box 155, Sausalito, CA 94966. You do not have to belong to a yacht club to race in this series.

The Golden Gate YC's Manuel Fagundes Series has races on November 2, December 7, January 4, and February 1. To race you must be a member of a YRA yacht club and be among the first 220 boats to enter. You can race one-design, PHRF or IOR. Boats sail for the Sea Weed Soup Trophy, a trophy dedicated in memory of the culinary concoctions of the Golden Gate YC's long time Port Captain, Manuel Fagundes. You must have your entry in by October 15. The series costs \$15 and applications may be obtained by writing the Golden Gate YC, Foot of Scott St., San Francisco 94123. The Golden Gate YC claims to have the best wind of all the mid-winter series, "5 to 15 knots puffing up after noon" is the way they put it. Let's hope so.

The Metropolitan YC of Oakland will have races on November 8-9, December 20-21, January 10-11, and February 14-15. The series is open to

continued on next sightings page

the joy

It's hard to believe that summer's over, but with the weather we've had this summer, who gives a darn. Actually, the fall and early winter have always provided Northern California with the mellowest and toastiest sailing days of the year. The winds are generally much milder so you can often leave the foulies below and still be warmer than the spray-drenched days of spring and summer. Sure it can get colder at dusk, but what better excuse to later plop your honey



look no further

Having trouble finding a place to berth your boat? This marina looks like it might have some vacancies — so many in fact, the rates might be real comfortable. Nice amenities too: lights, dock boxes, fingers on

weaver

On the 25th of October, the famed Sausalito Cruising Club will be hosting the Second Annual Weaver Regatta. 'The more the merrier' has always been the philosophy of the Cruising Club, so no yacht club affiliation is required. Just send in your 5 bucks — less than the price of an average pizza — and you're in.

One of two courses will be used: a 12.5 mile course or a 5.5 mile course. Both start and finish at Knox.

After the race all participants are invited to

of autumn

down in front of a fire or in the hot tub and try and put the squeeze on?

So folks, if you look at the calendar and get depressed because the days are getting shorter, you're not an optimist and never would have been accepted in the Peace Corps. The glass of water is not half empty, it's half full; the days are not getting shorter, they're getting warmer. So stay with it, and use these hot, mellow autumn afternoons to take your grandmother out for a sail.



for a berth

both sides. Even the best of marinas have drawbacks though, and 'Flying Dutchman Slips' is no different. It doesn't have much of a breakwater, and hell — you have to own a boat to get out to it!

regatta

the Cruising Club for cocktails at 6:00 and dinner at 7:30. The Weaver Regatta is held in memorial of a former Cruising Club member, Commodore Charles Weaver and his wife Helen who were lost in the south Pacific just a few years ago.

Write the Cruising Club at P.O. Box 155, Sausalito, CA 94966 for an entry form. Deadline for entries is October 10, although sometimes you can twist their arm and they'll let you enter late.

mid-winters — con't

all SYRA and YRA type yachts, and each group, be they IOR, one-design or PHRF will race on either Saturday or Sunday of these dates, not both. This is the 19th go-round for popular Metro Mid-Winters, and you do not need to belong to a yacht club to enter your boat. Racing will be done off the Olympic Circle in Berkeley, and the club warns deep draft yachts to consider the depth of the water before they sign up for the Series. There is no entry deadline as such, although class and division assignments will be made on October 24th. Entry forms can be had by writing to the club's race committee at 89 Jack London Square, Oakland 94607. The fee is \$20.

Good luck!

tax bummer reversed — for a while

When was the last time the government did anything for you, the boatowner? The correct answer is August 29 and August 31 of this year.

You see, on August 14 the mean old Supreme Court of California did boatowners dirty. They ruled that the 22 California counties (these include San Francisco, Alameda, Contra Costa and Marin) that had levied taxes on the pre-Prop. 13 rates during 1978-79 had done so legally. (The majority of California's counties had interpreted Prop. 13 to also apply to 'unsecured property' such as boats). The effect of the Court's ruling is the release of the millions of tax dollars the 22 counties had collected. It also started the 36 counties who hadn't assessed at the higher rate to start scheming on how they might go back and recalculate the taxes for that year.

But then along came the guys in the white hats, the California Assembly and the California Senate. On August 29th the Senate voted 31 to 5 to again impound or freeze the 'excess' tax money collected by the 22 counties, and to prevent the other counties from trying to collect '78-79 taxes at the higher tax rate. On August 31 the State Assembly voted 59 to 7 to support a compromise bill which effectively thwarted the Supreme Court's ruling.

For a time. The freeze put on by the bill only lasts until after December when the legislature reconvenes and will re-consider the matter. (There has been a bill introduced for a constitutional amendment to overturn the Court's ruling, but it was defeated by two votes.)

If the legislature eventually decided in favor of the Court's ruling the money the 22 counties have collected will once again be released, and the counties which used the lower rate (these include Santa Clara and San Mateo) will no doubt try and re-collect those '78-79 taxes at the higher rate. According to the Supreme Court, those additional taxes will be the responsibility of the person who owned the boat in 1978, not the person who now owns it.

marine flea market

For the last 8 years, as a way of showing their appreciation to customers and friends, Svendsen's Boat Works and the Alameda Marina have been hosting a Marine Flea Market. They'll do it again this year on October 18, from 10 to 4. There is no charge to anyone, buyers, sellers, or browsers. Everyone is encouraged to bring their own tables and get to swapping with the stuff they no longer want. The only rule is that no commercial enterprises are allowed; this is a people-to-people kind of deal.

The sponsors suggest you bring your family and a picnic lunch and spend the afternoon chatting with old friends and making new ones. We suggest you get there early if you're looking for bargains, because experience dictates that the early marine flea marketers get the worms — so to speak. The address is 1851 Clement Avenue in Alameda.

HANK JOTZ

I'd rather have a bottle in front of me, than a prefrontal lobotomy.

There aren't many sail lofts left where you'd find that kind of writing scrawled on the bathroom wall. The sailmaking business has gotten so competitive that most proprietors wouldn't risk losing a customer who might be offended by such stuff.

But after the lobotomy you save a lot of money on whiskey and you're in the same condition.

Of course if making money selling sails

Don't jump, Hank!

wasn't all that important to you, you could freely speak your mind — or walls — without fear or reservation.

No, lobotomies are expensive these days, get the state to pay.

We really don't know Hank Jotz too well, in fact we only really talked to him once. It was the occasion of his giving up his sail loft in San Francisco's China Basin, the sail loft from whose bathroom the previous and following graffiti was lifted. Several folks who knew Hank was leaving — this was a year ago — suggested that we go record the graffiti for posterity. Dutifully we did, liked it, but found Jotz himself to be even more interesting.

Be alert,
We need more lerts.

If the world were divided into just hippies and young Republicans, you'd describe Hank Jotz as a hippie. It's more than just his beard and very casual dress; he's easy going, smiles a lot, talks softly, and listens to what you have to say. In the sailing world he's managed the sometimes difficult feat of being respected as both a outstanding sailor and sportsman.

There's also the matter of the 'old' Jotz loft near 20th & Valencia in San Francisco. The only entrance was *through* a furniture store. It was a pretty awful place, although the coffee was the best around. Employees were allowed to set their own hours, and the loft floor was frequently used for skateboarding and frisbee.

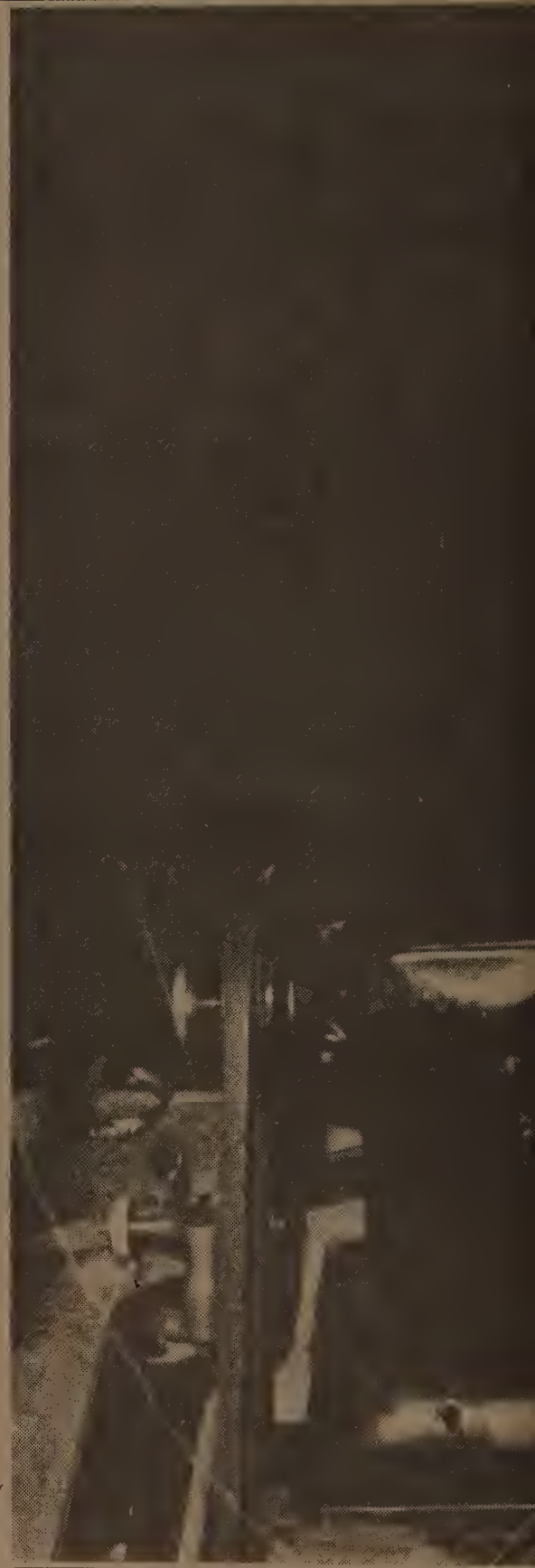
I think I am,
Therefore I am, I think.

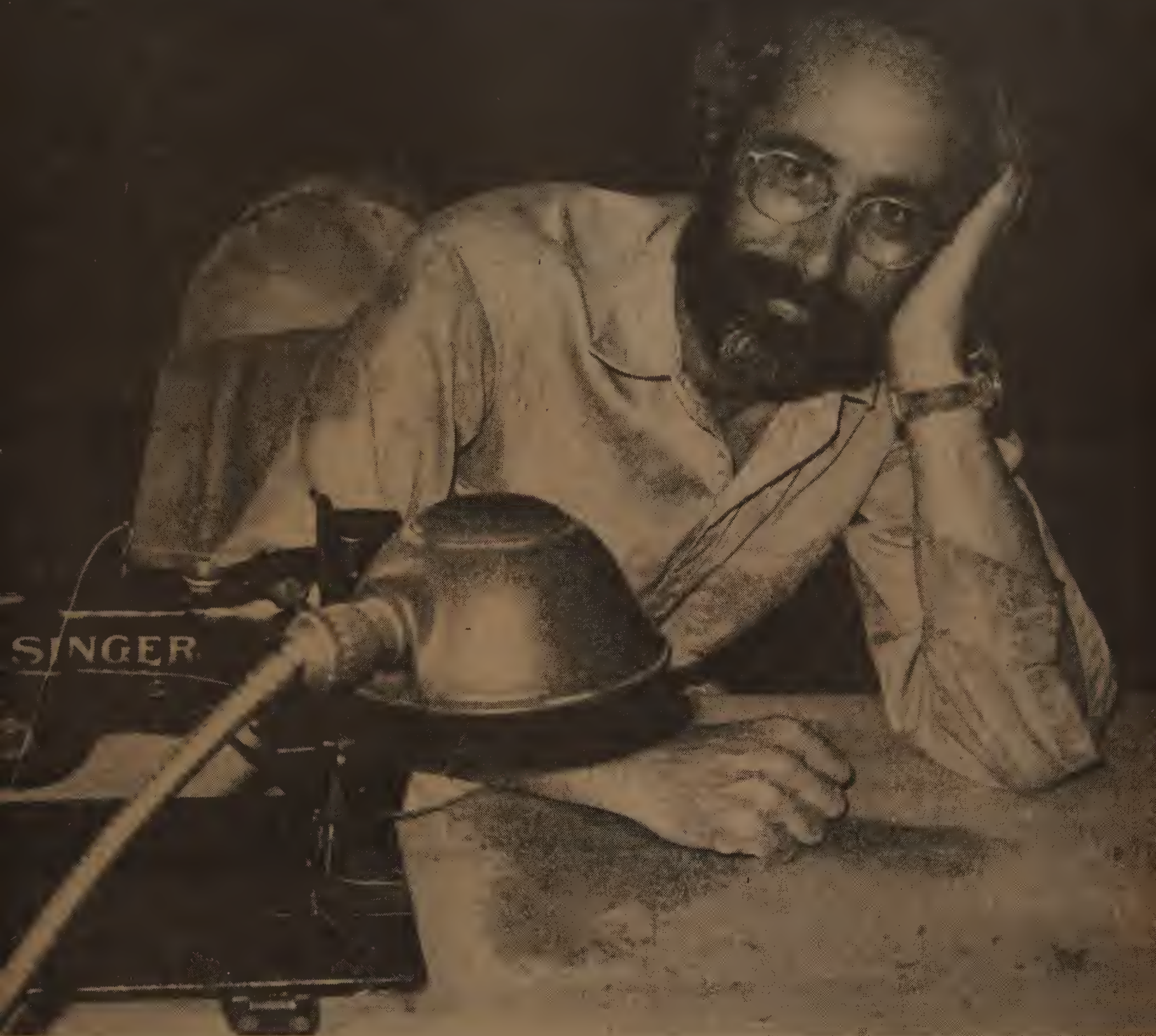
Hank began sailing the bay as a Sea Scout some 20 years ago. The Scouts sailed the bay in "funky old whale boats with rotten sails", but they enjoyed learning the "old timey" ways of doing things. That brief introduction to sailing led to fooling around in small boats like Snipes, both on the bay and on San Francisco's Lake Merced, Hank was 15 and the year was 1957.

It wasn't long before he put in his stint with the Navy, and when he got out began racing seriously for the first time. In the beginning there were Flying Juniors, Zephyrs, Snipes, and some keel boats. Then from about 1965 to 1970 Hank got pretty serious in Finns,

and by his probably overly modest admission says, "I didn't do too well, but I did win some things."

In 1970 he started a long involvement with the 505 and would eventually travel as far as Bermuda for regattas. One year on Lake Ontario he and Mark Heckman won the 505 North Americans; another year on San Francisco bay he and Bob Sutton took second in the N.A.'s to Jon Andron and Bob McNeil; and yet another year with Harriet Minkowitz — who now does sail repairs in





Boo-wa, boo-wa, do-pa ditty, life in the city ain't very pretty.

his old loft — took 4th in the N.A.'s.

1978 brought a change from racing. Hank finished a 24-foot economy cruising boat, to a design of competing sailmaker Jake van Heeckeren.

Acid consumes 47 times its weight in excess reality.

But no matter what boat Jotz was most heavily involved with at any given time, he has always enjoyed a special affection for the

El Toro. One of his notable sailing achievements is having won the Toro's transbay Bullship Race a record 4 times, with several other 'near misses'.

Interestingly Hank never took to ocean racing. "Racing on the ocean just doesn't appeal to me. Cruising does if you don't have to go fast all day and night; cruising to San Diego, Tomales Bay, or Baja. But 5 ocean races is about all I've done, and it's not much fun. They last a long time, someone gets way ahead and that's the end of it. Besides,

I'd rather race for a couple of hours then be done with it and go home and take a long hot shower, ho, ho, ho."

If you're not tuning your rig on the way to the starting line, you're obsolete. — Scott Owens, San Francisco Chronicle.

When we visited Jotz' loft a year ago, he



PHOTO BY LATITUDE 38

Over the years Jotz has been able to stand out in large bullship fleets such as this.

was closing it up. He wasn't going broke, he was going crazy. The aggravation of the daily commute from Berkeley had reached the point where he concluded, "I'm ready to do anything to figure out how to live outside of the city. If it turns out that nobody ever orders another Jotz Sail, then I'll just make awnings or be a carpenter."

But it was more than just the traffic. Hank's always thought of himself as more a craftsman, but the pressures of owning a loft were forcing him to become a 'businessman' — something he never really wanted to be. Fortunately he had the good sense to change a style of life he was no longer enjoying.

Life is like a shit sandwich,
the more bread you got, the
less shit you eat. —
Translated from the Bolinas
Book of the Dead. 900 B.C.

In the late 70's Hank yearned for a lot to build a house on in either Sonoma or Mendocino counties, but having been a sailmaker whose interest in making money never exceeded his desire to take off sailing, he found most of the lots beyond his means. Providence intervened, however, during a side trip to Trinity on the way back from a Yellowstone vacation. In Trinity he discovered a place he could both love and afford. So if Hank's done what he planned, he's spent the last year finishing his house and started building Jotz Sails again in the wilds of the north.

There are no frigid women,
only clumsy men. — Abigail
van Buren.

'Hi' — Abigail's husband.

"Hank," we had to ask, "what kind of market for sails could there be in that neck of the woods?"

He replied, "It doesn't seem to matter too much where you are when you build small boat sails, I get orders from New York and all over for El Toro sails. If you campaign in a class, people will buy your sails no matter where you are. Besides, if you live in the country you probably only have to make half that many to get along."

If Eskimos rub noses in-
discreetly, they get sniffles.

—H.J.

Hank first started making sails in 1961 at Jim DeWitt's loft, and became the first full-time employee there. In 1965, after four years at DeWitts, he opened his own loft, specializing in sails for small racing boats. In general Hank remembers those old sails as being much different from those available today. "Sails were nowhere near as good back then; the fabrics weren't as good and sails used to be wrinklely-looking and the draft varied a lot — lofts weren't pushing each other as hard as they do now. Sailing was different back then, too.

"If you sailed with somebody on a big boat — by big I mean something like a 30-ft Bird boat — it was usually wood. The guy who owned it generally was your friend, and he paid for the boat, the berth, and most of the time bought lunches. But you and the rest of the crew would go over to the boat the day before the race and work on it to make sure it was ready. When the boat was hauled out, you'd be right there with the owner working on it. The boat was a focal point for a lot

more activity than it is now, where often times the crew just hops on the boat as it pulls away from the dock. I guess it was easier to feel 'connected' to a wood boat, to feel that being a crew meant more than just showing up for the races."

No matter how you twist
and dance, the last 3 drops
end up in your pants. — Wo-
men are biologically superi-
or to the last drop.

But big boats, like ocean racing, never got into Hank's blood. He's always preferred the responsiveness and excitement of dingies, and what he finds is the resulting keener competition. The smaller the boat, Hank feels, the less racing is a battle of dollars and more a match-up of sailing skills.

When the going gets tough,
the tough get going. Huh?
When the old quit going, the
going gets old. When the
going gets weird, the weird
get going.

The one boat that's always appealed to Jotz is the 8-ft El Toro, a boat whose virtues he can rattle off with ease. It's cheap; \$500 buys a top competitive used one; El Toros hold together and don't have to be replaced every few years; competitive El Toro sailors are of every age and sex; because it's a one-person boat, constant practice is not nearly as crucial as with two or three-man dinghys.

While a competitive fleet, Toro sailors are not the screamers, yellers, and protesters, such as are found in say the Laser class, for example. A final big plus for Hank is that by his estimate you can camp close to where you sail in 90 percent of the regattas. And for a guy who wants to enjoy life without relying on the dollar, that's a valuable extra.

Hey kids, its singalong
time!

My Maserati does 185, I've
lost my license now I don't
drive; I have a limo, I ride in
the back, I lock my doors in
case I'm attacked. I go to
parties, sometimes until
four, it's hard to leave when
your face can't find the
floor.



In 1978 Hank built his cruising boat, the "Golden Years Retirement Bear Grotto", and much of the concept of that boat is a reflection of the benefits of the El Toro. It was simple — he built it in his sail loft. It was cheap, costing just a fraction of the \$25,000 it's now worth. And it's a quick responsive boat to sail.

Hank says, "It's a good-sized boat, if it was any bigger, hoisting the anchor or launching the boat might be a pain. But there's still reasonable room for 2 to 4 people to sleep comfortably.

Fanatic, (dictionary definition), one who upon losing sight of his goal redoubles his efforts. — R.O. (H.J. Maloney and Chris Boome are pictured).

For her first cruise *Golden Years* was taken north to the San Juans and Desolation Sound for the summer. The San Juans were great, but Desolation Sound, some 120

miles to the north proved to be "the prettiest place I've ever seen." During that period Hank sailed some 1300 miles, and especially appreciated not having to use the engine at all. "If you're there for just a week you don't have time to do without a motor; but, if you have the time, it's so much nicer without one." Had Hank not spent this year building his A-frame home in Trinity, he would have taken *Golden Years* back to Desolation Sound.

The world's three biggest lies:

1. I'll get to the issues after I'm elected.
2. Your check is in the mail.
3. I won't come in your mouth.
4. Your sail will be ready Friday.
5. Your order is being processed by the computer.

And so for the predictable future, Hank

Jotz will reside far from the city, either leisurely cruising in *Golden Years* or making sails in his Trinity home. He still plans to race his Toro, both on California's many wonderful lakes and back here in the bay area. "I'll be driving down to San Francisco," he predicted, "and probably do as many Toro races as I did last year. It's a couple of hundred miles, but it should be fun. I'll get to see all my old friends, do some good sailing, and it might even be fun to drive in the city and see what it's like to be stuck in a traffic jam again."

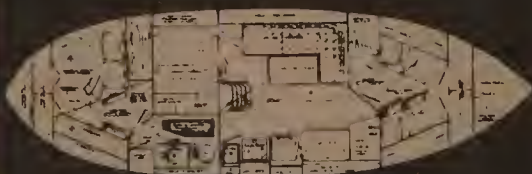
Never trust a smiling dog.

Hank Jotz, living proof and a refreshing inspiration that sailing the good life is not necessarily a function of the mindless pursuit of the allmighty dollar.

— latitude 38

We recently learned that Hank finished his house in record time, and indeed is building sails in his home — just as planned.

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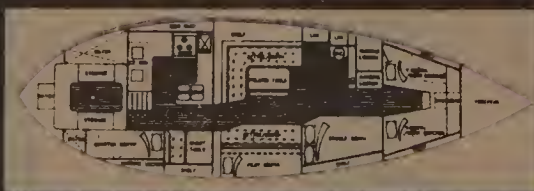
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| 24' Columba Contender | 5,500 ★ |
| 25' Ventura w/trailer | 6,950 |
| 25' Hunter | 9,750 |
| 25' Irwin | 11,900 ★ |
| 27' Sun yacht, Parry designed | Offers |
| 28' Columba | 16,900 ★ |
| 28' Islander, super | 37,400 ★ |
| 30' Clipper Marine w/berth | 11,000 |
| 30' Cheoy Lee ketch, Bristol | 29,500 ★ |
| 30' S2 ctr. ckpt., '80, low down, take over payments | 49,800 firm |
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| 32' Tahiti ketch (Dreadnought), F.G. | 47,500 ★ |
| 34' Fishar, loaded | 99,900 |
| 34' Sunsat, Bristol | 32,000 |
| 35' Coronado, ctr/cockpit | 47,500 |
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|------------------|-----------|-----------|--------------------------|
| 3/16 | .03 | 8 | 1,000 |
| 1/4 | .05 | 13 | 1,800 |
| 5/16 | .08 | 20 | 2,900 |
| 3/8 | .11 | 28 | 3,600 |
| 7/16 | .15 | 37 | 5,200 |
| 1/2 | .20 | 48 | 6,500 |
| 5/8 | .33 | 73 | 10,000 |
| 3/4 | .46 | 102 | 13,200 |

| Size Dia. Inches | SALE c/Ft | List c/Ft | Avg. Bkg. Strength (lbs) |
|------------------|-----------|-----------|--------------------------|
| 3/16 | .04 | 6 | 1,200 |
| 1/4 | .07 | 9 | 1,800 |
| 5/16 | .10 | 16 | 2,900 |
| 3/8 | .15 | 22 | 4,000 |
| 7/16 | .19 | 30 | 5,400 |
| 1/2 | .25 | 39 | 7,200 |
| 5/8 | .39 | 62 | 10,500 |
| 3/4 | .55 | 85 | 14,200 |

| Size Dia. Inches | SALE c/Ft | List c/Ft | Avg. Bkg. Strength (lbs) |
|------------------|-----------|-----------|--------------------------|
| 3/16 | .09 | 16 | 1,300 |
| 1/4 | .15 | 27 | 2,200 |
| 5/16 | .18 | 34 | 3,300 |
| 3/8 | .24 | 45 | 4,700 |
| 7/16 | .31 | 59 | 6,300 |
| 1/2 | .39 | 73 | 8,300 |
| 5/8 | .67 | 125 | 14,000 |
| 3/4 | .82 | 154 | 20,000 |

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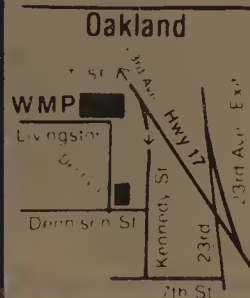
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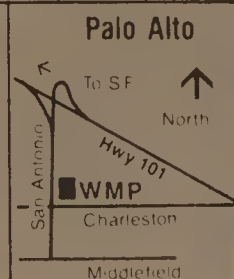
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BIG BOAT SERIES

Fifteen years ago the word 'big' in the Big Boat Series referred only to the size of the entries. No longer. It now refers to both the size and the number; this year there were 59. 'Big' can also be used to describe other aspects of the Series. The size of the spectator crowds, the degree of difficulty in locating a parking space, and the type of truck needed to deliver all the liquor that was consumed.

The St. Francis Yacht Club's Big Boat Series has been steadily growing larger over the years. It started back in 1964 with only the St. Francis Perpetual. In 1968 the number of participants necessitated the addition of the City of San Francisco Perpetual. In 1972 the Richard Rheem was added; in 1976 the Keefe-Kilbourn, and last year the Atlantic. This year the St. Francis Perpetual was divided into two divisions to accommodate both normal and ultralight maxis.

As the series has grown in size, it has also grown in stature. The huge fleet and great competition — some say it was the best assemblage of Two Tonners anywhere — attracts top talent from both coasts of the U.S. and even some international sailors. Most of this country's 'rock stars' and industry semi-pros turned out to sail this unique series of four 20 to 25-mile closed course races for big ocean boats.

If the Series is one of the big sailing events of the year for owners and crew, it is arguably the biggest and best sailing event in the world for spectators. Nowhere else do you find such superb opportunities to observe big boats in such close action. Action is what the onlookers have come to expect,

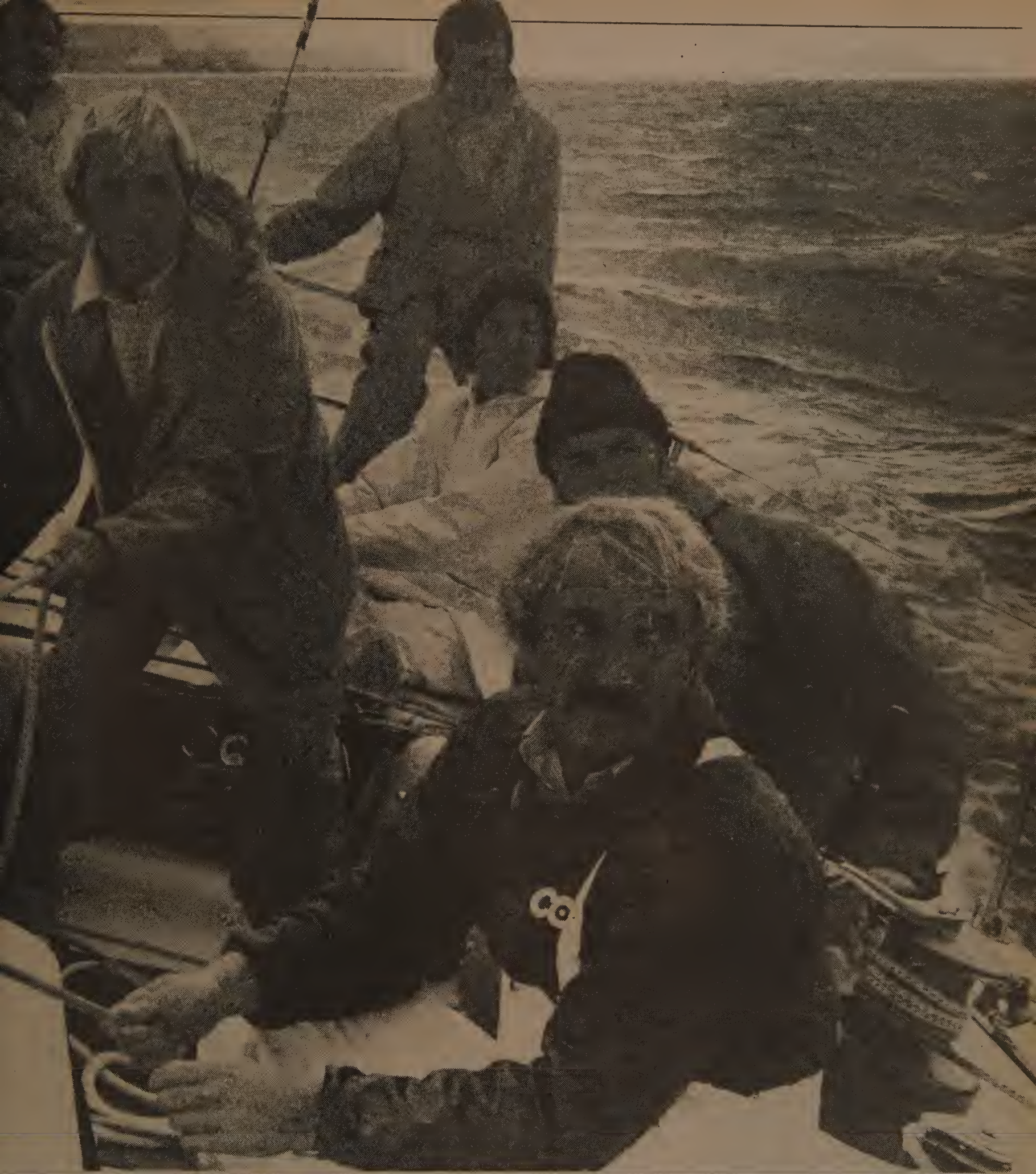


PHOTO BY FRANK E. PEDRICK

and it's what they got this year. In particular during the fourth race when a spinnaker run brought the fleets down the City Front.

The wind was as brisk as it would get during the entire Series, and Irv Loube's heavily reefed *Bravura* became the first of many

boats to broach wildly — "crash and burn" in the parlance. After sitting on their hands and quietly oohing and aaahing, this excitement brought the parking lot crowds to their feet and got them howling. As the next two divisions sailed past there were even more



Everyone pays attention on the spinnaker reach.

dramatic death rolls, banana splits, crashes and burns, and what have you. Now the crowd knew what to expect, and when the last group, the Rheem Series, sailed by, the crowds were looking for blood. *Shenandoah*, in a fierce fight for top honors in this

group, obliged them. Sailing closer to shore than anyone, she went into a marvelous out-of-control broach that momentarily seemed as though it would take her right into the men's grill. As it was she remained pinned down for what seemed to be an eternity be-

fore making a nice recovery. It was thrilling to watch, and the spectators loved it.

The St. Francis Perpetual

Earlier this year it appeared that the St. Francis Perpetual — this is the maxi group

— might attract as many as 15 maxis for the Series. Regrettably attrition began to run high, *Condor* stopped on a reef (see Sightings), and the group thinned out to five. This group was divided into two divisions, the second of which was formed to accommodate the ultralight rivals *Merlin* and *Drifter*.

Division I

Despite having only three boats in the fleet, this was an interesting match-up featuring the 84-ft. *Christine*, the 72-ft. *Windward Passage*, and the 72-ft. *Mistress Quickly*. At 84-ft., folks figured that the home-built *Christine* ought to do some winning, at least on a boat-for-boat basis. She'd gone against *Passage* before with not much luck; would she get it together this time? As for the wide, flat, dinghy-like *Passage*, could she get revenge over the narrower, deeper *Mistress Quickly*, a boat that had trounced her in the 1976 Series when *Passage* was rigged as a ketch and *Quickly* was then *Ballyhoo*?

It didn't take much time to sort it out. *Christine* was plagued with gear failure and lack of equipment from the beginning. In the first race she lost lots of time because without a headfoil, she had to go baldheaded to change headsails. (You might be able to change sails quickly on a Santana 22, but not a boat with a 100-ft. stick). In the second race her coffee grinders went out 4 different times. In the third race her grinders went out again, and she flew tiny headsails because they had to be cranked in with halyward winches. There was no fourth race for *Christine*, as she sat it out at the dock.

Christine really isn't set up for close course racing, which requires special equipment. It's just a tribute to owner/builder Fred Preiss that he decided to race. It was especially unfortunate then that a rent-a-cop smashed him in the mouth with a gun one night as Fred was making an inquiry about a parking space.

Left to just *Passage* and *Quickly*, the older *Passage* made quick work of it. Since she'd been beaten by *Quickly* in 1976, *Passage*'s cumbersome mizzen had been removed, a new taller mast installed, and the underbody redesigned. She's clearly much faster now, and *Mistress Quickly*, sporting a crew of imports from the east coast, was only a threat in

Photo finish.

Intensity.

a strong breeze going to weather. To her credit *Quickly* did take the third race, preventing *Passage* from walking away with a sweep.

Christine's Preiss, who proved himself a gentleman by not raising an undo ruckus after getting smashed in the mouth, again proved his civility by not sinking *Mistress Quickly*. It was something he could have easily done, and even the near-miss was plenty exciting. It happened while *Christine* and *Quickly* were tacking up the City Front about a half a mile apart. *Christine*, out toward the center of the bay, flopped to starboard, while *Quickly*, near the shore, went over to port.

In the beginning it looked as though *Quickly* would cross ahead of *Christine's* bow with plenty of room. But *Christine* takes a while to build up speed; when she hit 9 knots it looked close, at 10 knots it looked bad, at 11 it looked perilous, and at 12 knots it looked to us like *Quickly* was going to the bottom. In one of the funniest sailing sights we've ever seen, *Christine's* bowman sprinted over the wide open spaces of *Christine's* deck, running for the stern, running for his life. Those of *Quickly* also began to scatter, but just in time *Christine* flopped back over to port, and narrowly avoided a collision. Fun to watch!!!

Division II

This new second division was added to feature those now-aging ultralight maxi rivals *Merlin* and *Drifter*. The two boats have match raced a number of times now, but perhaps the first time — it was the Cal Cup in Los Angeles — was the most significant. *Merlin* lost two very, very close races to lose the two-out-of-three series. One big factor in the losses was that *Drifter* had a coffee-grinder and *Merlin* didn't.

Possibly it made a big impression on *Merlin's* owner, Bill Lee, because now *Merlin* has an around-the-buoy configuration and one for racing offshore. The offshore set-up is the original *Merlin*. For around the buoys she's outfitted with two coffee-grinders (faster to crank, but not as strong), a Santa Cruz 50 main and boom, and smaller spinners and spinnaker poles. These features change her IOR rating significantly, giving

PHOTO BY MIKE MONAHAN

Vago chases Papou.



PHOTO BY DIANE BEESTON

her about 5 extra minutes of handicap over *Drifter* on the average Big Boat Series course.

As it turned out, the special configuration wasn't necessary. Lee, *Merlin* and a crew from the Santa Cruz YC defeated *Drifter*, his close friend Harvey Kilpatrick, and a group from the Monterey Peninsula YC in all four races. Twice *Merlin* won boat for boat, and

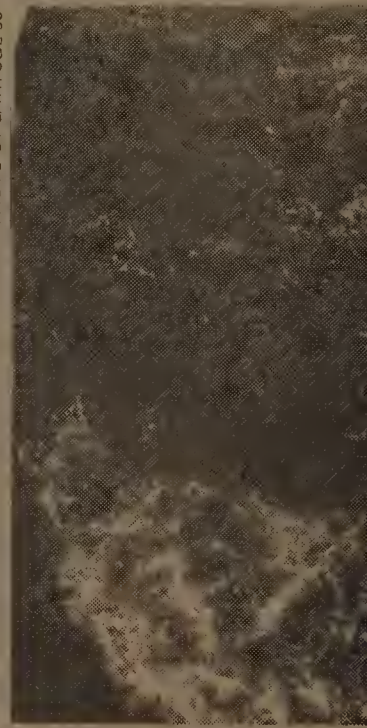
twice she would have corrected out under her normal offshore handicap. In a breeze going to weather *Merlin* was able to fly the full SC 50 main while *Drifter* was heavily reefed; even when *Merlin's* headsail blew out the foil on one leg, she was still able to hold on. Boat for boat it was good close racing. *Ragtime* was originally scheduled to be a part of it, and it's a shame she didn't show.

BIG

The City of San Francisco Cup

Because of the variety in the top boats, the City of San Francisco Perpetual was one we'd been waiting for with great anticipation. First there was the scratch boat, the elderly dazzling red, white, and blue C&C 61 *Triumph*, with the spirited group from the San Diego YC. Then there was the almost-as-colorful *Hawkeye*, a 48-ft. retracting dou-

PHOTO BY LATITUDE 38



Bigwig's helmsman, Dave Ullman, takes the splash after winning.

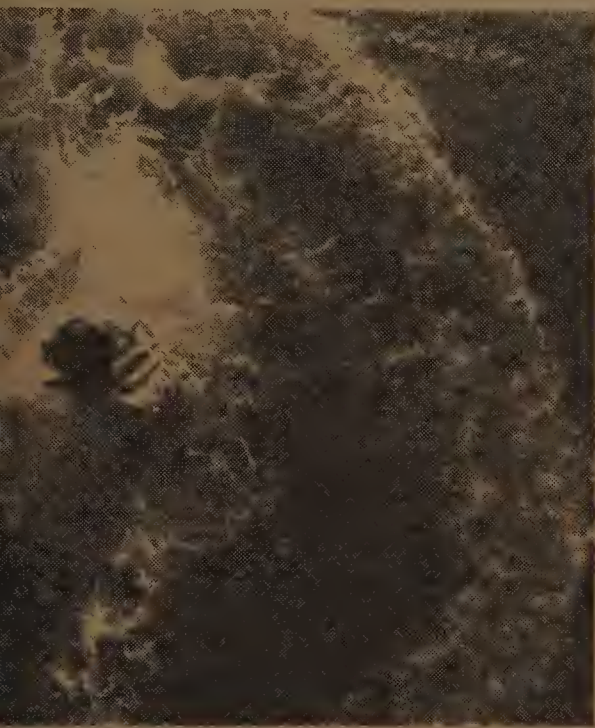
ble bilge boarder from Bruce King. This wild thing seems to 'creep' to weather because of her bilge boards, and under her previous owner, David Cuckler, had sailed



BOATS

to wins in the 1975 and 1979 Big Boat Series.

The third top boat in the group was Bob Cole's *Zamazaan*, the long-awaited 52-ft. Farr design that helmsman Commodore Tompkins just delivered from New Zealand — with a stop in Hawaii to pick up some Clipper Series hardware. This unusual looking two-wheeled, fine-bowed, broad-butted,



more-curves-than-a-pretzel design really knocked us out. Knocked out the competition, too.

Each race followed a similar basic pattern.

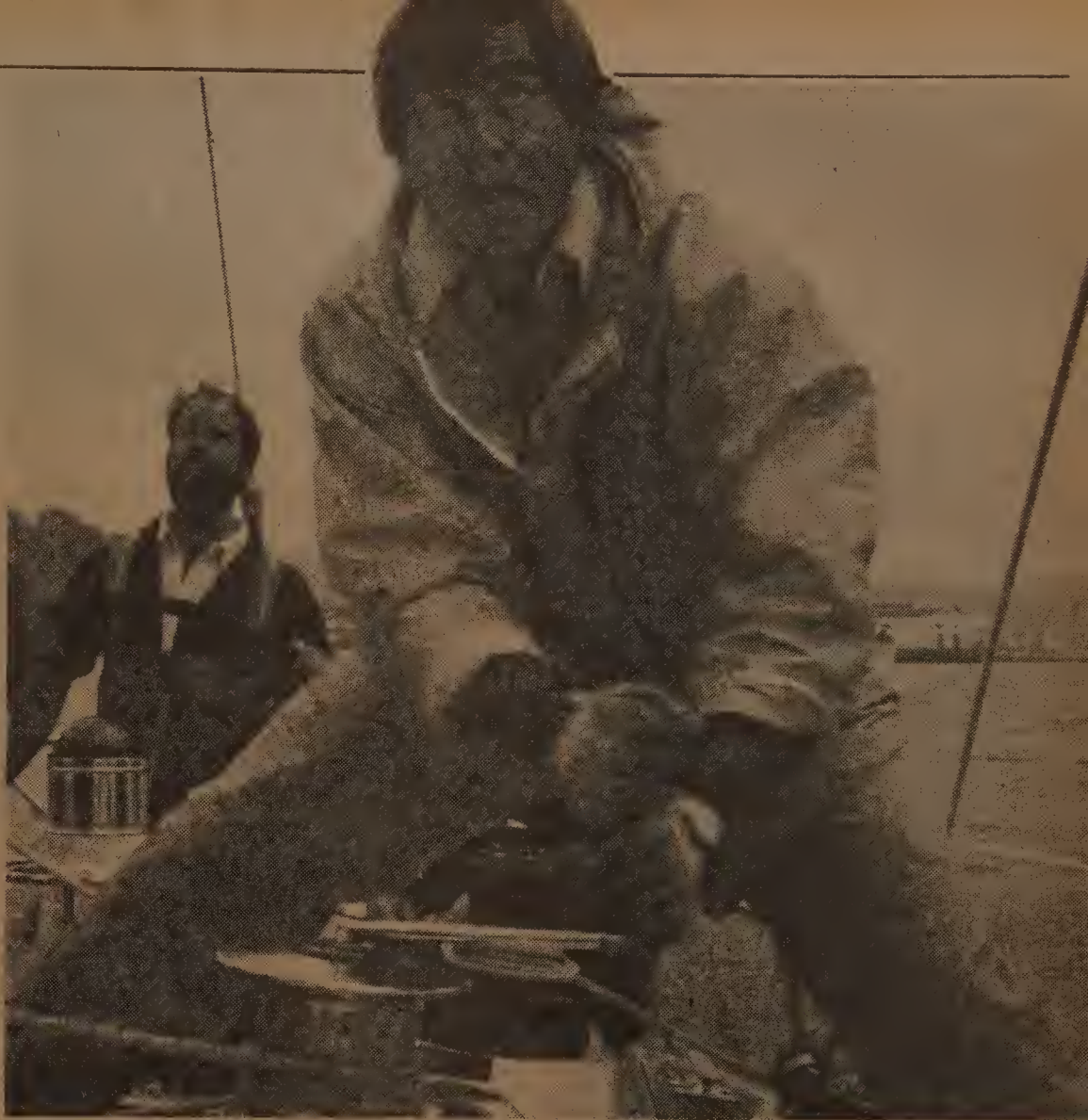


PHOTO BY FRANK E. PEDRICK

The much larger and higher rating *Triumph* would build up to a good lead on the first Treasure Island to off Crissey Field leg. She would slowly keep pulling away while *Zamazaan*, *Hawkeye* and the others would see if they could prevent *Triumph* from building up the 12 to 16 minute lead she needed to win on handicap.

In that first race *Triumph* took the gun off

the St. Francis while *Zamazaan* appeared to still be way the hell down the bay near Alcatraz. Could she make it? Everyone pulled out the stop watches — the red, white, and blues on *Triumph* especially, and began to count. Some 13 minutes later *Zamazaan* crossed the line, saving her time by a scant 30 seconds over *Triumph* and a few more over *Hawkeye*. *Triumph* DSQ'd in the se-



PHOTO BY DIANE BEESTON

BIG

cond race, but *Zamazaa*n hung on for a minute-and-a-half victory over *Hawkeye*.

Hawkeye lost her rudder in the third race, the race we enjoyed the most. *Triumph* again sailed to a big lead and crossed the finish line with *Zamazaa*n way down the bay. This time *Zamazaa*n was fighting an increasingly strong flood tide, and what the hell — Shockwave.



PHOTO BY DIANE BEESTON

she didn't have a main! It looked like an impossible situation (Commodore would later say that they didn't lose boat speed — just pointing ability), and again everyone on *Triumph* pulled out the stopwatches: Commodore tacked away from the finish line toward the center of the bay where the flood was weaker and they finally flopped back into the stronger flood. She layed the line perfectly, and TWEET!, had hung on for yet another minute-and-a-half victory.

*Zamazaa*n slipped to second in the last race, losing to the deserving, never-say-die group on *Triumph*, but owner Bob Cole was thrilled with his new boat. Not only was he happy with his Big Boat and Clipper Series wins, but he kept raving about what a great cruising boat she makes. We'll have more on this boat in an upcoming issue.

Also in this division was Irv Loube's *Bravura*, a boat that has won the Victoria-to-Maui Race and the Puerto Vallarta Race, but has never shined in a Big Boat Series. Irv, however, has a new big Frers nearing completion, and will be heading back to the SORC with much of the *Imp* and *Pegasus* crew. We'll be certain to hear from him again soon.

Atlantic Perpetual

This was by far the fastest growing division in the Big Boat Series. Entries in this mainly 44 to 47-ft. range jumped from 7 boats last year to 15 boat this year. Quality too, was up. John Arens well-sailed *Peterson 46*, *Ghost*, had swept all four races last year; well-sailed again this year, the best she could manage was a second. Powerful new entries

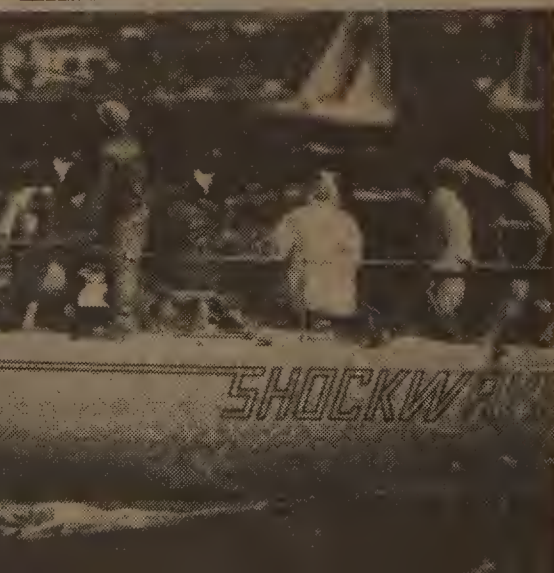
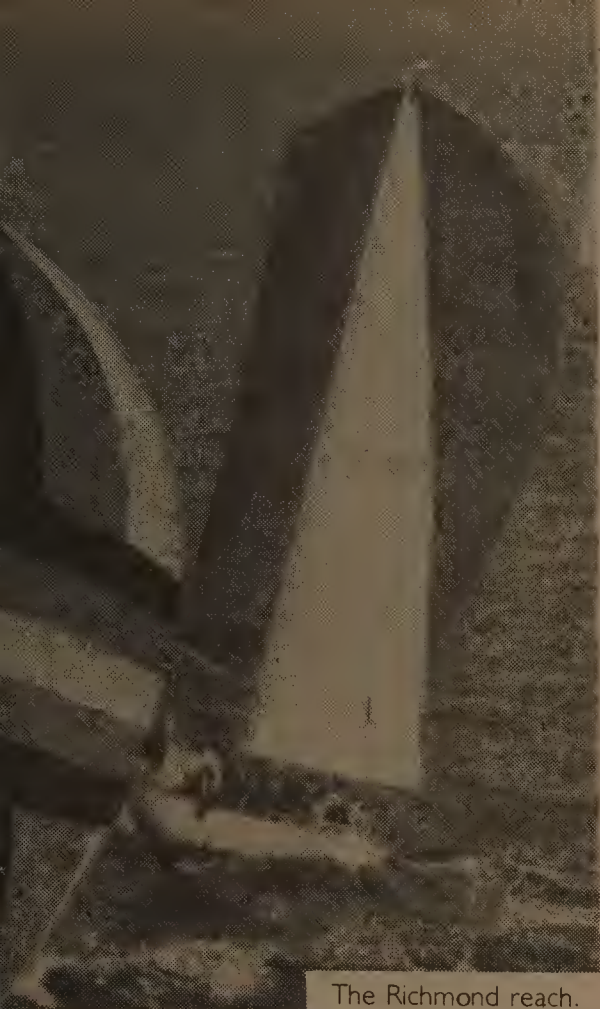


PHOTO BY MIKE MONAHAN

in this group were Dave Fenix's *Holland 46*, *Pegasus*, and Al Cassel's *Britt Chance 46*, *Warrior*. Both boats debuted in last year's SORC, and were joined here by a flock of the new *Swan 441*'s.

But when it was all over, an old *Peterson 46*, *Jetstream*, pulled it out, winning three of the four races. She had been hard pressed by a fine-looking Dennis Choate 44, *Illusion*, and a Steve Taft-driven *Pegasus*. *Pegasus* and *Illusion* tied in points, but *Illusion* got the nod for second with *Pegasus* third.

Pegasus' big problem was that she was a scratch boat in the fleet, while *Illusion* and *Jetstream* had the best handicaps; about 5 minutes on the average course. Being over early in the third race didn't help, but *Pegasus* just didn't appear to have the legs needed for her rating.



The Richmond reach.

As an interesting sidelight, *Jetstream* is an ex-*High Roler*, as was another boat in this division, *Ol' Roler*. Both are Peterson designs that once belonged to William Power, who is now having a new Ron Holland / Kiwi Boat a building. The Ron Holland / Kiwi is the *Pegasus* combo, the boat one of Power's oldies just convincingly beat. Last year Power's then new *High Roler* was beaten by *Viva Cruz*, one of his old *High Roler*'s. Here's to hoping he'll avoid the misfortune of having his old boat beat his new one again. Or — heaven forbid — have his new boat beaten by both his old boats! But what the hell, he's — as he says — a *High Roler*, and every new custom racer is a gamble.

The Keefe-Kilbourn

This was the division for the confusion, controversy, and some feel, poetic justice. The confusion started when the USYRU refused to accept *Quamicham* and *Shockwave*'s IOR rating certificates. Both are Laurie Davidson boats, both with Dolly Parton sterns that are added on simply for the rating rule. This bit of legal IOR trickery allows these longer boats to race more or less evenly with shorter, and theoretically slower boats in the division.

Having raced and taken a second in the Clipper Series, *Shockwave*'s owner Neville Crichton was embroiled in controversy when the USYRU decided not to accept her IOR certificate, saying that what had been measured as her stern (according to the IOR definition of a stern) wasn't really the stern.

The big chief measurers in England agreed with the USYRU, and the only solution was for *Shockwave* and *Quamicham* to undergo transom surgery the night before the race. The seemingly idiotic thing about it is that the surgery involved could in no way affect the way the boat performed. We suppose principles are principles, however.

The controversy kept right on cooking as *Shockwave* sailed away from the rest of the very powerful Keefe-Kilbourn fleet for easy margins of victory. There were grumbings that the New Zealand measurer must have a bad tape measure or worse. A sentiment that grieved some because northern California's resident IOR measurer, Myron Spaulding, has perfect tape measures that somehow never gives the owner the benefit of the doubt. In some countries, we are told, the benefit of the doubt and more can be obtained for not too many dollars, lire, pounds or whatever.

But then we talked to Bob Smith, local naval architect, who had examined *Shockwave*'s certificate and said it looked good to him. He figured the Davidson design was sailing away from the fleet because it was the one different boat, that everybody else was sticking with conventional concepts that had now been out-designed or at least out-witted.

Going into the last race, *Shockwave* had the tightest lock on first place of anyone, and looked solid if she could only fix a broken spreader. She got the spreader fixed with no problem, but son-of-a-gun, she lost her stick right near the beginning of the first weather leg, and that cost her the Series.

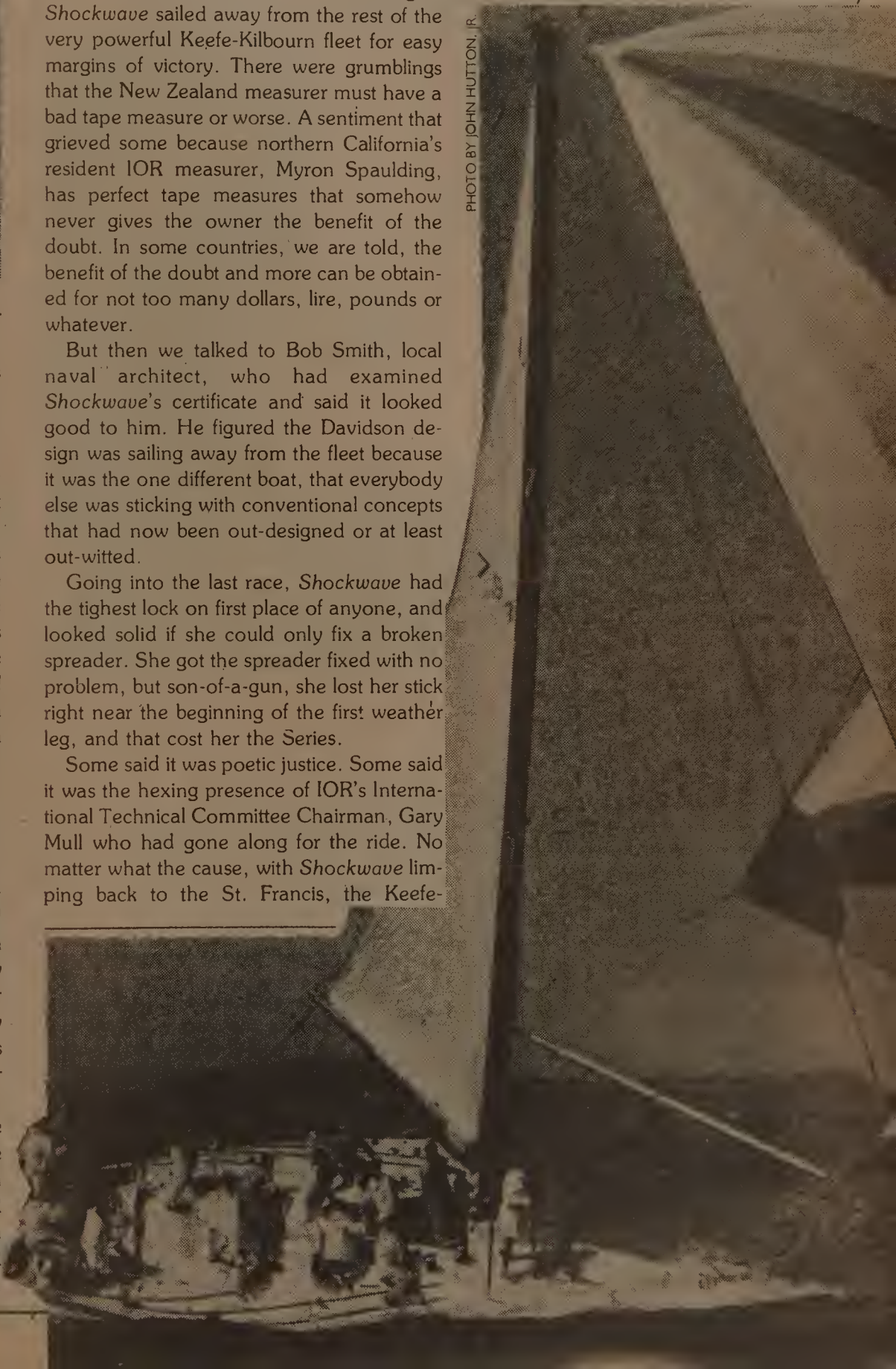
Some said it was poetic justice. Some said it was the hexing presence of IOR's International Technical Committee Chairman, Gary Mull who had gone along for the ride. No matter what the cause, with *Shockwave* limping back to the St. Francis, the Keefe-

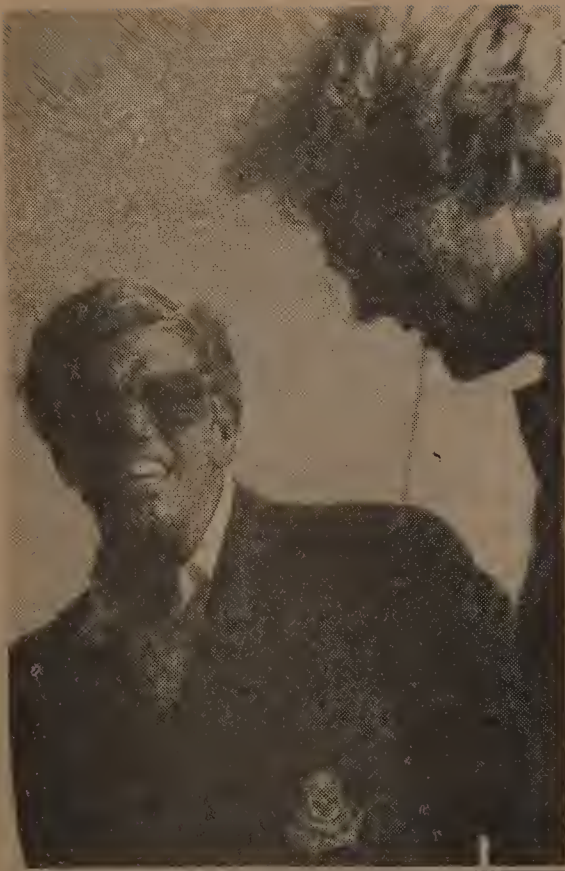
Kilbourn was suddenly up for grabs, with arch rivals *Leading Lady* and *High Noon* in top contention.

High Noon went on to win that last race finishing the Series with a fine 2-1 finish, but it was still not enough to edge out the consistent *Leading Lady*. Due to America's Cup commitments, *Leading Lady*'s normal

Hawkeye.

PHOTO BY JOHN HUTTON, JR.





ST. FRANCIS PERPETUAL DIVISION I

(4¼) 1. WINDWARD PASSAGE
GUERNEY 72
MARK & FRITZ JOHNSON

(6¾) 2. MISTRESS QUICKLY
MILLER 72
WHITEHOUSE/VAUX

(14) 3. CHRISTINE
PREISS 84
FRED PREISS

OWNERS: MARK & FRITZ JOHNSON



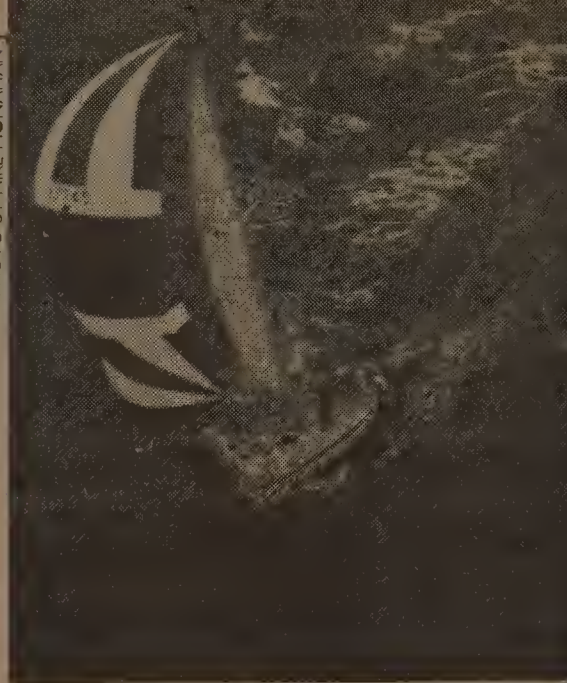
OWNER/DRIVER: BILL LEE

ST. FRANCIS PERPETUAL DIVISION II

(3) 1. MERLIN
LEE 67
BILL LEE

(8) 2. DRIFTER
MOLOSCHO 69
HARVEY KILPATRICK

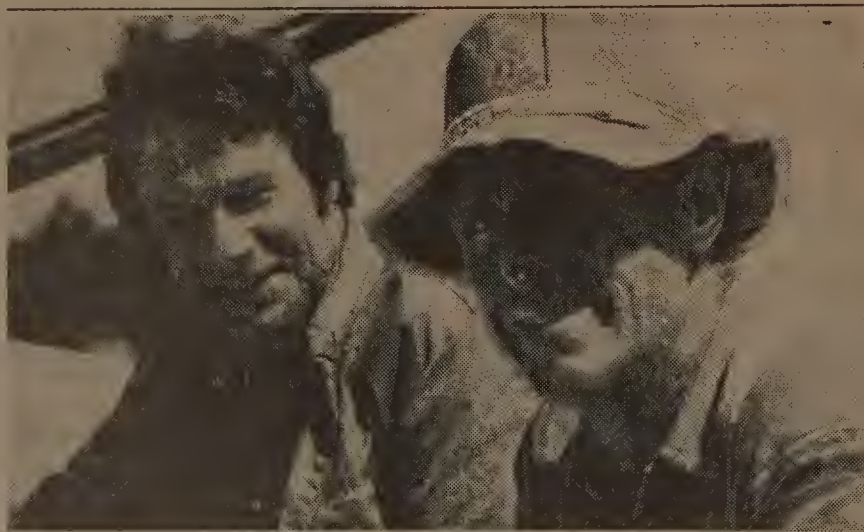
PHOTO BY MIKE MONAHAN



helmsman Tom Blackaller ended up on *Incredible*, and the driving was left to *Leading Lady*'s new co-owner Bruce Munro. Assisted by the expertise of Lowell North, Munro drove a fine, consistent — if not spectacular — 2-3-4-4, again proving that consistency is what counts. This became the third straight year the Peterson Two Tonner has won the very competitive Keefe-Kilbourn Series.

Chances are excellent that *Leading Lady* will now be taken back to the S.O.R.C. this winter to test her mettle against all the new hotshots. The Big Boat Series was also to be the test for whether or not the Roger Hall / Peter Stocker owned *Serendipity 43*, *Wings*, would go back to the circuit. She finished fifth, rather disappointing because she showed excellent performance during parts of the races, but was unable to put the whole package together. It remains to be seen if she'll join *Leading Lady* at the Circuit.

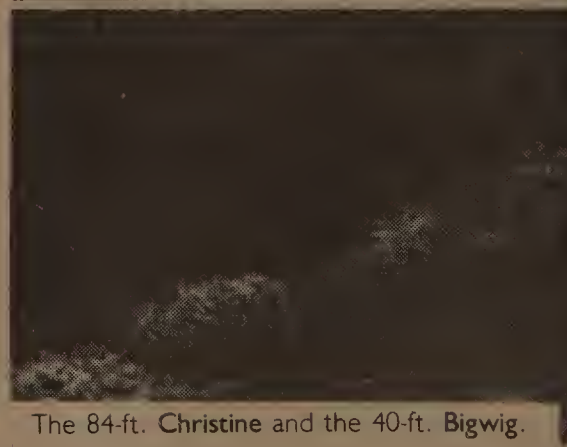
CITY OF SAN FRANCISCO PERPETUAL



OWNER: BOB COLE

DRIVER: 'COMMODORE' TOMPKINS

- (4¼) 1. ZAMAZAAN — FARR 52 — BOB COLE
(13) 2. NATIVE SON — DUFFIELD 50 — MIKE SCHWEYER
(13¾) 3. TRIUMPH — C&C 61 — ED DIETRICH



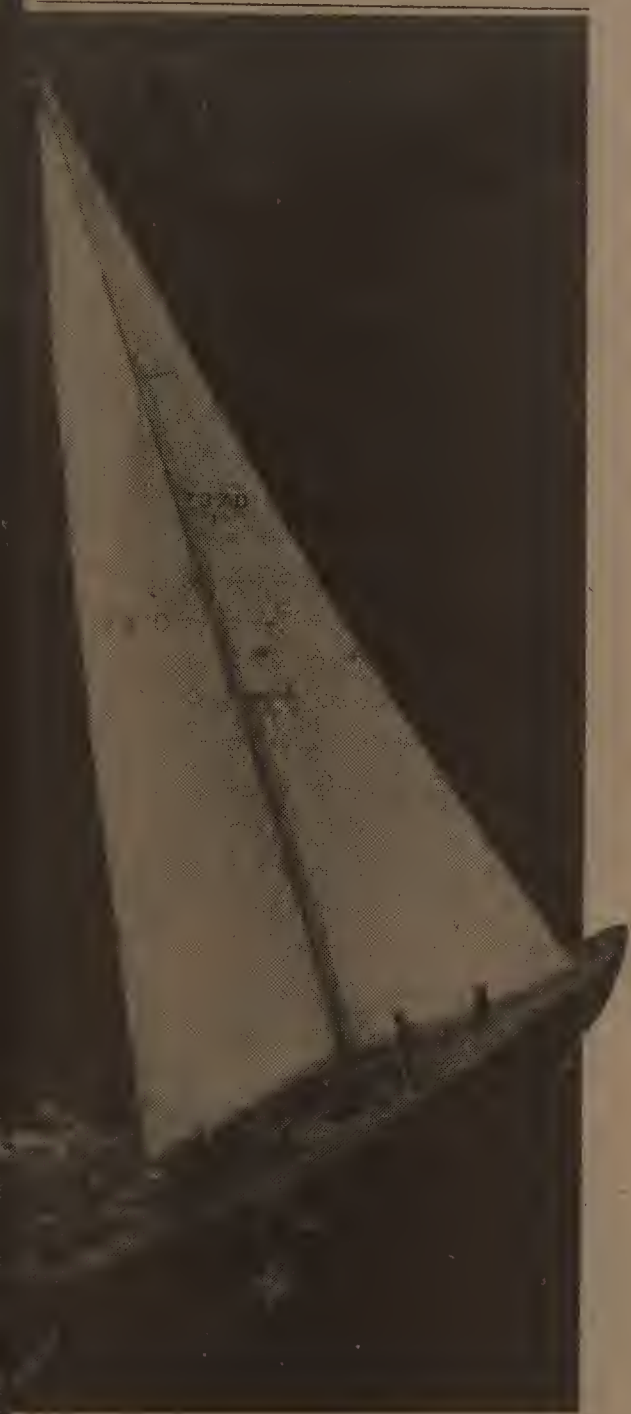
The 84-ft. Christine and the 40-ft. Bigwig.

The Richard Rheem Series

The Rheem Series was a quiet one, where the leaders let their performances speak for themselves. Winner with a 1-1-3-2 record was the fine-looking *Bigwig*, a boat Dennis Choate had built for himself a year and a half ago and more recently sold to current owner Ron Melville. According to local knowledge Steve Toschi, the calm and competent Melville had done a terrific organizing job, highlighted by getting southern California

sailmaker Dave Ullman to drive. Toschi was tremendously impressed with Ullman's consistently fine steering, and the smooth operations of the entire boat. "It was a pleasure to sail on," he said.

That's not to say *Bigwig* wasn't pressed, because she was. Right down to the last race. The new Holland-designed *Shenandoah*,



doah, driven by another southern California sailmaker. Burke Sawyer of Watts Sails, was staying right on her tail with a 2-3-1-4 record. *Shenandoah* fell short, seeming not to be able to point quite as high as *Bigwig*.

Finishing third in the Series was Les Harlander's ancient but venerable *Mirage*, very-early '70s C&C custom design. *Mirage* had won the Rheem in 1976, in 1977, and had just been edged in 1979 due to a port-starboard violation on the last leg. A heavier boat, *Mirage* needs a strong breeze to keep ahead of the better-sailed lighter boats.

Fourth place went to *Fast Company*, which is listed as an Islander 40. Later it was determined that her keel and rudder had

ATLANTIC PERPETUAL TROPHY



OWNER: JERRY SIMONIS

DRIVER: DICK DEAVER

- (6¼) 1. **JETSTREAM** — PETERSON 44 — JERRY SIMONIS
- (15) 2. **ILLUSION** — CUSTOM 44 — ED McDOWELL
- (14) 3. **PEGASUS** — HOLLAND 46 — DAVE FENIX

KEEFE-KILBORN PERPETUAL



EXPERT: LOWELL NORTH

CO-OWNER: STAN REISCH

CO-OWNER/DRIVER: BRUCE MUNRO

- (13) 1. **LEADING LADY** — PETERSON 40 — REISCH/MUNRO
- (14¾) 2. **HIGH NOON** — PETERSON 42 — WILLIAM 'BILL' CLUTE
- (18¼) 3. **SHOCKWAVE** — DAVIDSON 46 — NEVILLE CRICHTON

RICHARD RHEEM PERPETUAL



OWNER: RON MELVILLE

DRIVER: DAVE ULLMAN

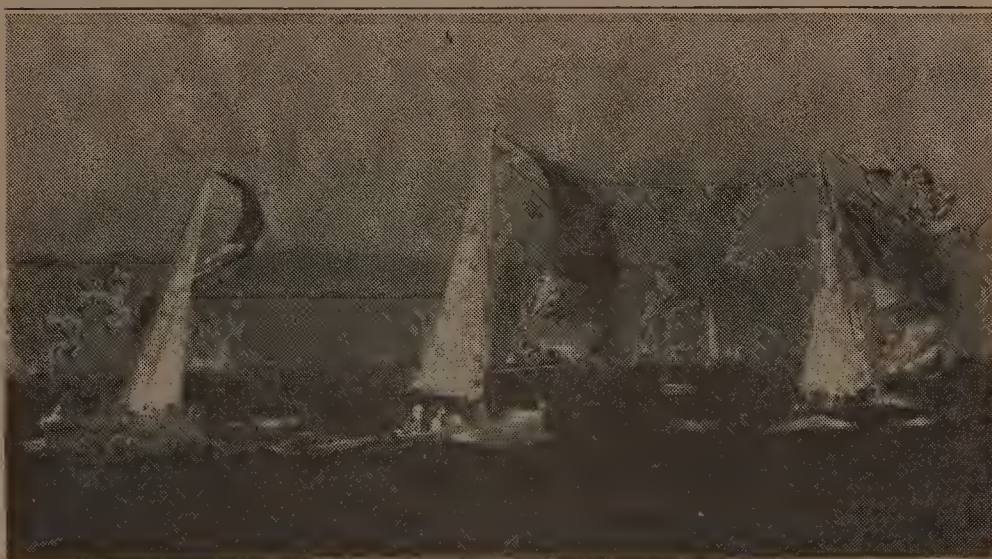
- (6½) 1. **BIGWIG** — CHOATE 40 — RON MELVILLE
- (9¾) 2. **SHENANDOAH** — HOLLAND 40 — WILLIAM PALMER
- (16) 3. **MIRAGE** — C&C 40 — LES HARLANDER



From left, *Incredible*, *High Noon* and *Sunset*.



Sunset broaches out of control in front of *Incredible*.



... and heads off for right field.

PHOTO BY LATITUDE 38

A winch or two backed on some of the bigger boats injuring a few arms and hands — but that's the risks that come with playing among high loads. Mike Rettie on *Hayden* caught the boom with his skull, an injury that required 15 stitches, but he still reported to the bar that evening. That's about it except for the normal smashed fingers, bruised bodies and sore muscles.

As for the boats, both *Shockwave* and *High Noon*'s sistership, *Forte*, dropped their rigs. *Hawkeye* lost a rudder for one race; *Christine* sat out the last race from a variety of problems; and a host of boats dropped out in the last race due to a variety of maladies suffered during the pummeling they got on a City Front spinnaker run.

Gee Whiz

Gheeeez, it's a great event, though. A great time for the competitors, but also a nice time for spectators. A 'nobody' can walk down the docks and inspect the boats up close, and few, if any, of the owners will give you the 'what are you doing here' shit. Many are even glad to let you have a look aboard. There's a nice west-coast casual atmosphere to the whole Series that makes it a pleasure to be a part of.

The St. Francis YC handles it well, too. They can't let everyone into the club because it just gets too, too overcrowded, so they do attempt to screen some people out at the front door. But if anyone really wanted to get inside to make the scene, all they did was walk around the side or hop over the rocks. Hundreds did it and absolutely nobody would have ever thought of stopping them or asking them to stop. But this is not to say that it isn't necessarily more fun out in the parking lot. If you got there early you could get a ringside seat of the whole series from the front seat of your car; if you got there late you could sit on the sidewalk and have a perfect chance to make about 400 new friends. Beer flowed freely, and someone even set up a huge BBQ and made an afternoon of it. Nice going!

As far as we're concerned, there's only one thing that ought to be changed. The inconsiderate folks on spectator sailboats who park directly between the on-shore spectators and the St. Francis rounding mark should move their butts a hundred or so yards to the west so that everyone can have a chance to watch the jibe sets. That's it though, everything else is hunky-dory by us. Bring on next year!

Damage

That's it for the racing, and fortunately the damage to boats and bodies wasn't too bad.

both been modified; nevertheless, this close to production boat managed to beat a host of Swans, *Sweet Okole*, *Louis Lane*, and *Brown Sugar*, to name a few.

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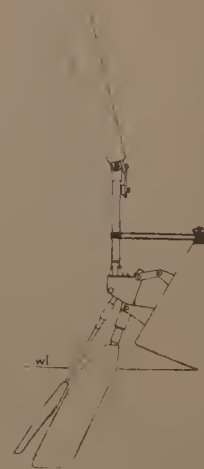
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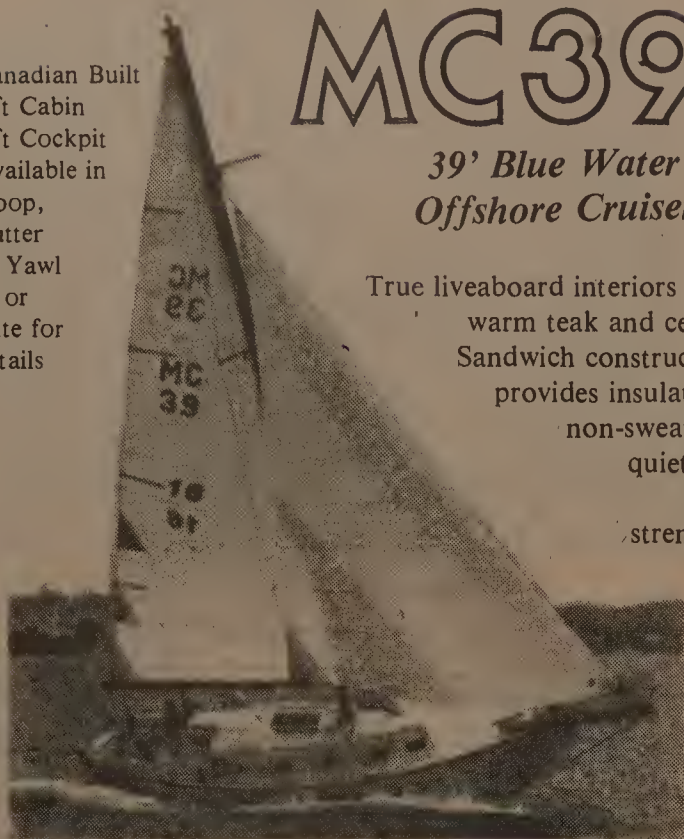
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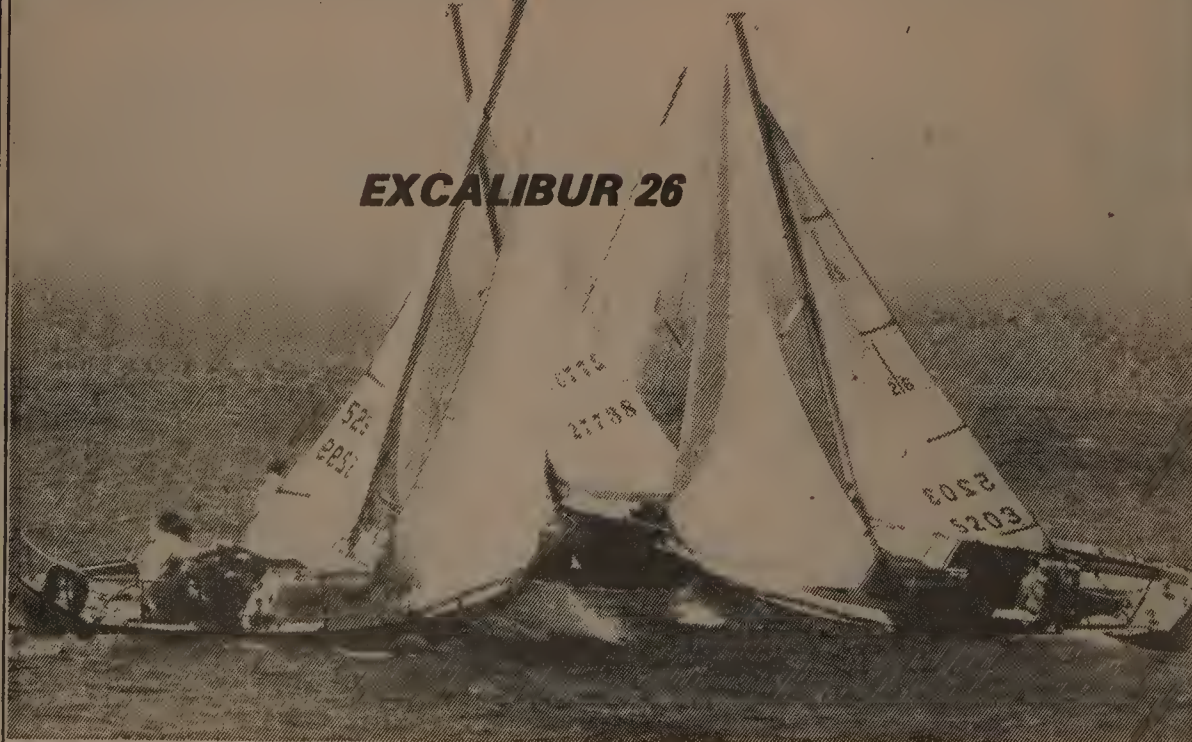


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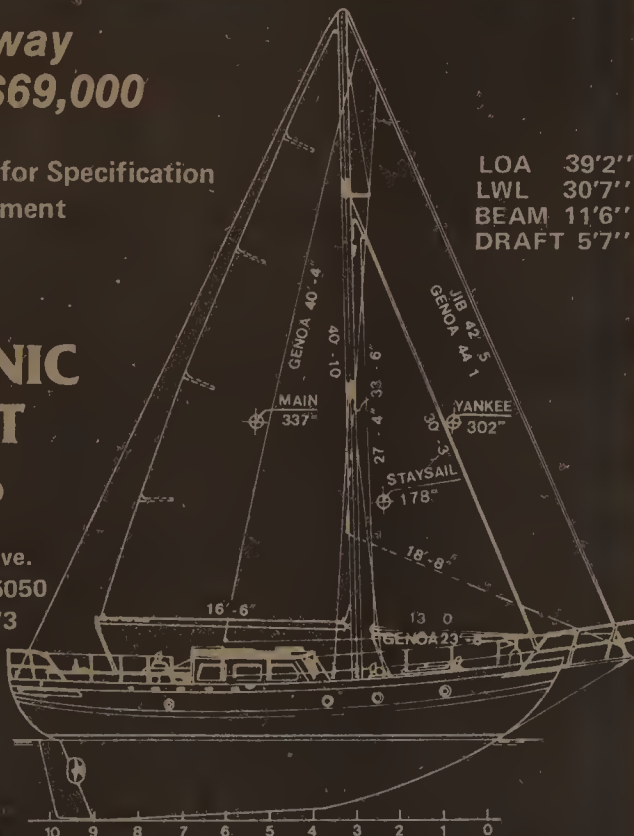
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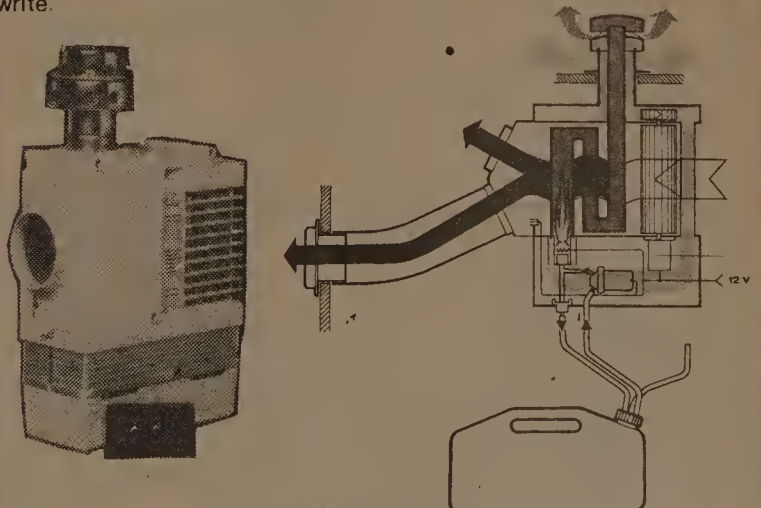
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GRINGO

A few days back we acquired a partially completed manuscript for a proposed book

on a Mexican/South Pacific cruise. The manuscript was written by Dave Case, who

Look out below!



with his wife Vickie, left Alameda Marina last October 16th for a cruise on their Bodega 30, *Quark*. Some parts of the manuscript were more interesting than others, but the one section that really grabbed our attention was about an experience on Isla Isabella, a small island off the west coast of Mexico between Mazatlan and San Blas.

We'll tell you why it grabbed our attention after you've had a chance to read it:

Sailing south we spotted Isabella the next day. The island promised all kinds of good exploring opportunities. It was a bird sanctuary, so there were hundreds of birds of different species to watch. It also was home to giant three-foot Iguanas. The volcanic crater in the center of the island was a fresh water lake. A most interesting place.

As we rounded the southern tip of Isabella and headed for a snug anchorage, to our delight we spotted two boats already at anchor: *Winged* from Canada and *Curlew*.

"Hey, what are you guys doing here; you're supposed to be in Vallarta," I yelled.

"We decided to look over San Blas on the way down. Too many mosquitos. When did you leave Mazatlan?" Annie asked.

"Yesterday. We missed you," Vickie replied.

"You're just in time for lunch. Why don't you raft up to us and anchor later?" Berto yelled to me.

"Good idea," I said as we threw out some bumpers and prepared to tie up together.

Lunch was guacomole, ceviche, tortillas, and beer. We were getting ready to untie and go ashore when three boatloads of native fishermen headed towards us from shore.

"Here come the lobster traders," Annie smilingly said.

The natives surrounded our two boats and stared at us in a sullen manner. Our attempts at conversation were met with brief, abrupt replies. The women were dressed in bikinis and the fishermen looked at them like they were nude. One of them asked if we had any *Playboy* magazines. I answered "No." I kept watching their eyes; they seemed to be taking inventory of the equipment on our boats. Another native wanted to be shown below decks. Annie was very firm in saying nobody was allowed below.

"I don't like they way these guys look at me," Vickie said.

"Neither do I. They're not friendly at all,"



Rumble in the jungle.

"Berto, I think we ought to follow Dave and Vickie. This place gives me the creeps."

"Well, I don't see any problem. I think you're all just imagining things. But if everybody wants to go, I'll go along with you," Berto said.

We untied and went over to *Winged* while Berto pulled up the anchor. They shared our feelings and said they were leaving in the late afternoon.

I later, we heard a rumor that a yacht from Los Angeles had run into trouble there. The woman was raped while the man was forced to watch. The Mexican authorities eventually caught up with the culprits and invited the yachting couple back to attend the execution by firing squad. I like that kind of justice.

Please don't let the above scare you away from Mexico. That sort of thing, unfortunately, could happen in some of the marinas in the States. It was the only negative incident that happened to us on an otherwise thoroughly enjoyable coastal tour of Mexico.

So ends that portion of Dave Case's manuscript.

The reason this section so interested us is that we too, visited Isla Isabella and the fishermen. Ironically, it was not more than ten days earlier than the folks on *Quark* did.

We had a great time. After anchoring we dinghied close to shore and then waded through the 50 or 60 shark carcasses that lit-

What do fishermen do after fishing all day? Drop the anchor and throw over hand lines.



Annie answered. And remember, she spoke fluent Spanish.

"Yeah, I've got bad feelings here. They seem to be making a mental inventory of what they can steal," I said.

"Oh, I think you're exaggerating. They're just quiet, that's all. And they probably haven't seen any pretty women in a while," Berto said.

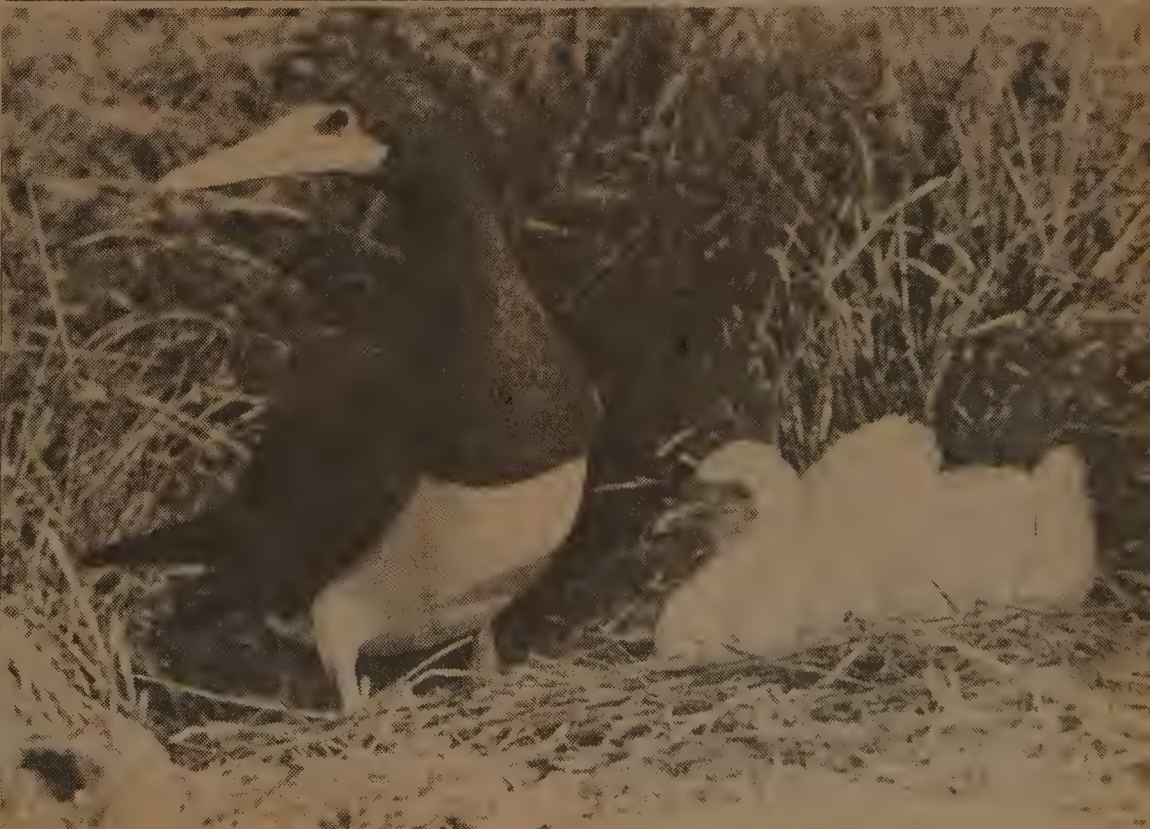
"Bullshit. I definately think this place is trouble. I don't know why, but I don't feel good with the people," I said.

"Me neither. What do you think we should do?" Annie answered.

"Well, I know this sounds crazy, but my vibes tell me we should get out of here. I'd like to see the island, but I don't want to have any problems. And these characters look like problems," I said.

"I think so too. Let's go on to Vallarta," Vickie said.

An intelligent cruiser carries a bird book so he can identify those he sees. This is a gooney bird.



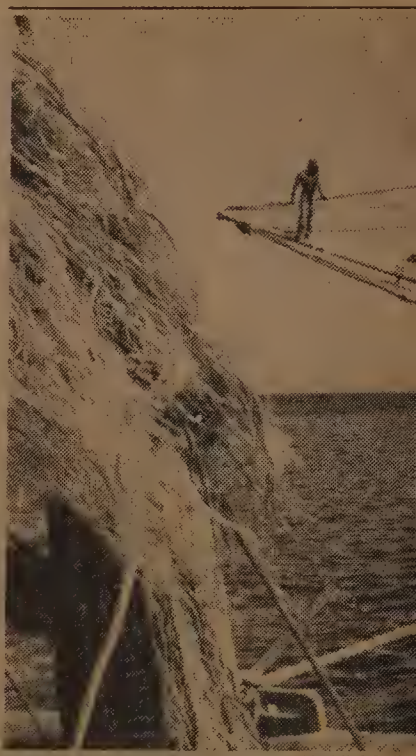


But what's this?

Eager traders, Max and Vera, who owned the boat we were cruising on, eyeballed the ubiquitous shrimp boats anchored a few hundred feet away, and began to salivate at the thought of something tasty for dinner instead of something from a can. So we piled back into the dinghy and made off for the fishing boats.

As we pulled alongside one shrimper, the fishermen looked sullenly down at us, and gave an abrupt, less than over-friendly reply to each of our questions. Just as they had with the Cases and their friends. But our leader, Captain Max, patiently continued to make inquiries — in Spanish — about the boat, the fishermen's vocation, and whatever other questions he could dream up. "How big is your boat? What's it made of? Is it a diesel? How much horsepower does it have? How long do you stay out

'Functional' is the key word for Mexican fishing boats.



here? Isn't it hard being away from your wife for so long?" Once it became clear that we

tered the shallows. (They harvest the sweeties, the Mexicans do). For the next couple of hours we tromped across the island, cutting down sugar cane, looking at the birds, and in general feeling as though we were the first honkies ever to wander across this ground (knowing full well a million cruising boats had stopped here before us). Having our fill, we tiptoed back through the shark carcasses, hoping rigor mortis wouldn't cost us a foot, and then dinged back to the boat.

Or this?



GRINGO TRADERS



had more in mind than a quick trade, the shrimpers crew began to gather around and

easily make conversation.

This turkey Max was born in Italy, boarding-schooled in Switzerland, had done a bit of traveling, and had been cruising in Mexico for almost a year. He was sensitive to the fact that only in American culture is business — “I’ll trade you three dirty magazines for 12 pounds of shrimp” — the first priority. Max was aware that in mananaland and most other cultures that it just isn’t that way. In many other societies business can wait until a few beers have been shared, a few stories told. That’s the behaviour pattern they are familiar and comfortable with — it’s the format the fisherman best respond to!

So Max just kept asking questions and in no time everyone was introduced, we were getting the grand tour of the boat, and the fishermen were pulling out photos of their families and all kinds of stuff. You can tell



With San Francisco boats **Maverick** and **Jenny** in the background, Max and the captain jawbone.



Dinner.

they were really enjoying themselves, and we’re convinced it was because we demonstrated a genuine interest in them, not just in what we could get from them.

For Max this was particularly easy, because he likes to yap all day long with anyone anyhow. But the interest is really appreciated. Max really won the fishermen over when he lined them up along the rail of the shrimper and snapped their picture — afterwards he wrote down their addresses so he could send them a copy. You think they liked that? Does Kodak sell film?

Another big hit with the fishermen was Max explaining that we weren’t all gringos. He pointed out that he was born in Italy, Ingles was born in Germany, Leito was born in the Phillipines, Vera was born in Japan, and Kathy was born in Ireland. This wasn’t exactly true. Although Vera is obviously of Japanese ancestry she was born in Los Angeles and Kathy was born in Chicago. And it was also a bit misleading: everyone of us had lived in the States for many years. Nevertheless, the fishermen thought it was wonderful — no doubt because it was a

ALL PHOTOS BY
LATITUDE 38



This is what you
get when you
'exchange gifts'
rather than
trade.

change from the steady stream of Canadians
and gringos.

Vera chomping on Isabella's cane.



So we all had a great time, and it was only after about an hour of getting acquainted that the subject of trading was even raised. We received more calamari and shrimp than we could possibly eat, and felt like idiots when we eventually had to throw half of it away. (Incidentally, they were both frozen solid — so much for fresh shrimp — how else are they going to keep them from spoiling?) We can't remember what they got in return — canned meats if we remember correctly — but it was a satisfactory trade to be sure.

We can't be certain, but maybe ten days later these same fishermen were casing *Quark*, *Curlew* and *Winged* for items to steal. And perhaps sometime back they had raped a woman from a Los Angeles boat while making her husband watch. But we doubt it, we doubt it very seriously.

And while we're not experts, we suspect that some of the fishermen's sullen attitude is a reflection of the 'business first' attitude of many gringo yachties. Mexicans don't trade so much to make their lives better, they trade out of friendship in a sense of gift-giving. Most Americans don't. And since the fishermen at Isla Isabella are right on the cruising milk run, they may well be exposed to more of the American way of doing things than they prefer.

One thing that might have helped *Quark*,

Winged and *Curlew* is if the women had put something on over their bikinis when the fishermen approached. Not only does this prevent the fishermen from getting too excited, it also demonstrates an understanding that such revealing dress is insulting to Mexican culture.

Recently we talked to some other folks about trading with the guys at Isla Isabella. One friend told us that they wanted conyac — you see how cosmopolitan they are! Another said they're always willing to trade for .22 shells — but not to do it. A third friend suggested that *Playboy* is getting pretty mild to the experienced traders, and if you want to use dirty magazines as a form of exchange, you'd better have the "good stuff".

Recently we read an article in *Surfer* magazine discussing how to relate to the Mexicans. It seemed to us to have some pretty good advice: "Bring the patience and love of the ocean that surfing has taught us. Use them as calling cards with the Mexican people, and you will be treated like a brother. They know, they remember the wild ones with the boards on top, who value the sea and land more than the dollar. Say "por favor" to an Indian, give a gift, and prepare to receive the vibrant colors, the hidden beauty, of an unfolding butterfly."

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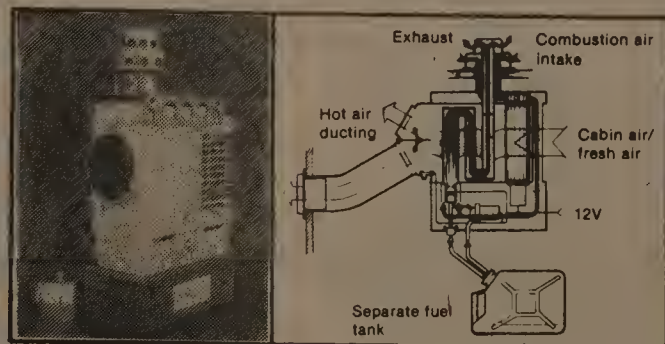
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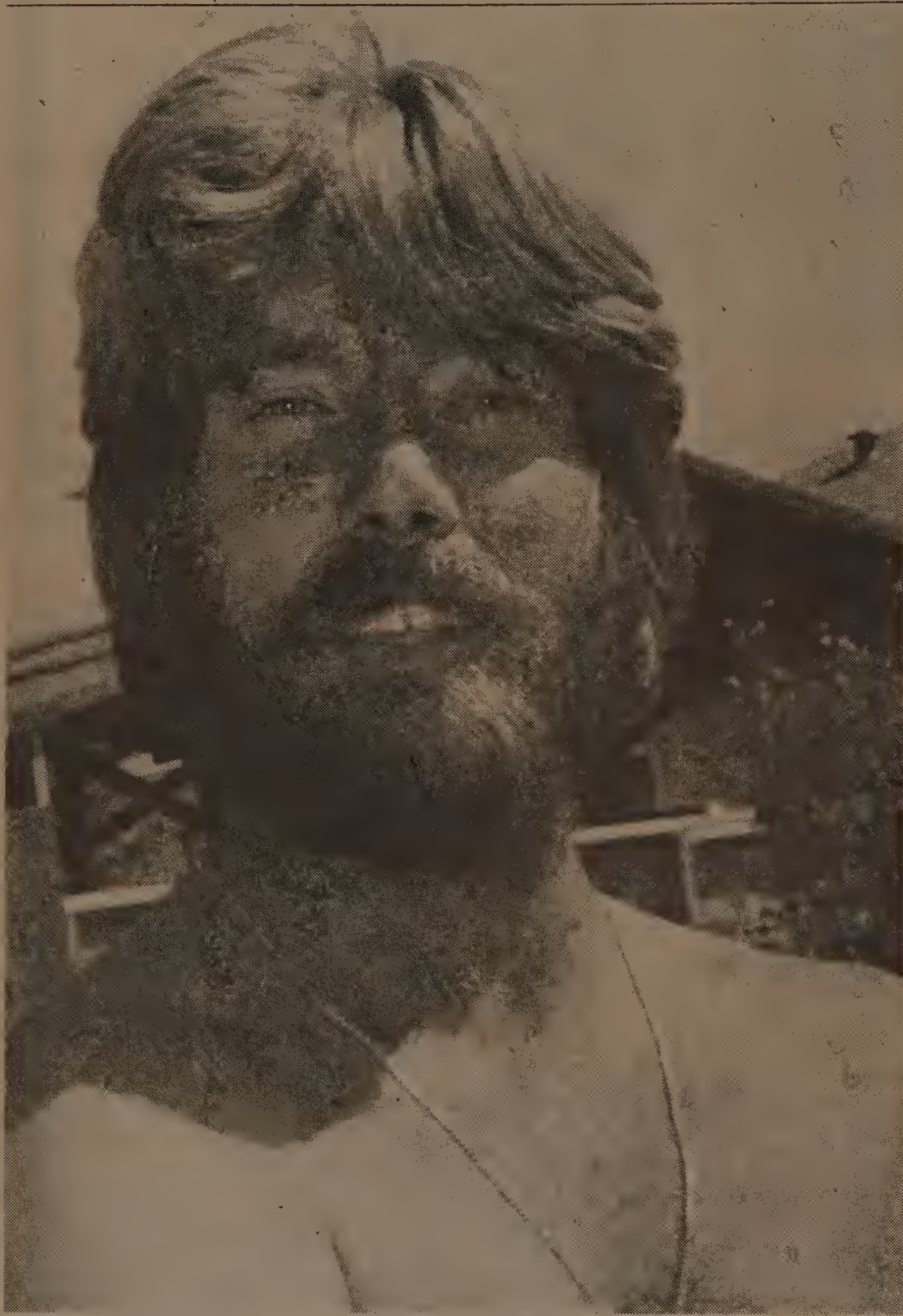
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LOST LOG

During the month of August, two northern California boats sailing close together ran into difficulty returning from Hawaii. One, *Soufriere*, eventually sank; the other, *Trekvogel*, made it back to San Francisco safely after being hit by a whale.

"Lost Log" is delivery skipper Chris Nash's account of the last hours of *Soufriere*, written on the tug *Stalwart* to replace the original log.

The story of the other boat, *Trekvogel*, starts on page 92. It's called "Banged by a Whale", because that's what happened.



Chris Nash, delivery skipper of *Soufriere*.

Aboard the tug *Stalwart*, heading for Honolulu, Hawaii.

The crew of the ill-fated *Soufriere* are alive, unhurt, and resting after our rescue from somewhere around 36N x 137W.

I'm writing this to refresh my thoughts after leaving the ship's log onboard *Soufriere*. It all happened so fast at about 0415 HST, as the *Stalwart* approached on our port side. Kent was on the bow, Victor on the stern, both to catch the tow lines from the tug so we could offload the gear. The seas were running about 30-ft and I knew we'd have to move fast as a squall was moving in. I was at the helm, engine on, in gear to drive us forward, while Wally and Lisa were positioned below to pass up gear. As soon as we were close enough we started throwing everything we could across to the tug. I was still at the helm trying to steady the boat as *Soufriere* was bouncing like a cork and the tug was steady. Lisa was thrown on the tug, Wally jumped, Kent stood by, and Victor took the helm so I could go down and get the log.

I jumped below as we didn't have much time and noticed all my gear was still in the quarter berth. I started heaving my stuff out — presumably Kent — as everyone was yelling to get off because the boat was crashing against *Stalwart*. In the rush I missed the log and didn't realize it until the boat was cut free. Thus, I'm now trying to reassemble what I can, now that I've rested and had a superb meal.

The first minor problem I noticed was on about August 18th while checking the shrouds. The wire had started to fray on the aft lowers; two strands on the port side had rusted out at the deck swage and three strands on the starboard. I had Kent 'WD' and tape them, after which we would periodically check to watch the progress. I was going to horse-shoe clamp some wire on, but never got to it due to some other problems. We saw no problems with the other shrouds, but they didn't look healthy.

During the next few days some other minor problems arose; the port lower stanchion fell apart aft; the head broke momentarily; the bilge pump clogged; the wind gauge went out; and there were more leaks everywhere, especially around the main cabin.

The wind had been blowing a steady 30 to 50 knots. Mostly we used our DeWitt 90 'storm jib', with a double-reefed main and had been making 120 to 150 miles per day. Previous to this, coming north, we had used every other sail up to a 160 percent genoa,

but usually ran with the 120 due to winds from 15 to 25 knots. We had a 135 that had been ripped and sewn, but preferred not to use it.

We had made our turn at about 120°N, although steering a course of 90° to 100°N. I thought the crew was hedging in the log, or a lot of current from the north was driving us south at about 1° of latitude per day. It wasn't until *Stalwart* had followed us for a few hours that I found out from them that our compass was off 10 to 15 degrees to the south.

We were tacking to the mainland, so it seemed, after we made our turn. Three days east; then one north. On each tack we restowed gear, moving the dry cushions from one side to the other. We had two dry berths: leeward in the main cabin and the quarter berth. Although they weren't completely dry, they were comfortable.

We found that by reaching off some we made good speed and pounded less — at least when we encountered the heavier seas and winds. I think it was the 20th when we'd gone north and had tacked back to the easterly course at about latitude 38 — this was the day before the underpinning from the mast — stepped on deck — parted.

The problem was first noticed at the dawn change of watch on the 22nd. As Kent put it, "It looked as if it were melting" just below the deck, and the deck had dropped down about 1/4 of an inch from its original position. Kent instantly woke me up, and I ordered all the sails dropped and the backstay to be eased up. The crew did this not knowing what was going on — a good crew — and Kent and I proceeded to prop the deck up from underneath.

We used an oar previously designed as a spare rudder; the aluminum reaching strut with the ends hacked off and braced with 1/4 inch ply; and the starboard bunk board. All of these were banded around the original deck brace. By the time we had finished the deck had fallen another 1/2 inch. We also noticed that the port hatch window had broken at the hinges and water was splashing through each time a wave crashed on deck. I then went on deck and lashed the starboard shrouds to keep the mast from rocking back and forth and ripping up the deck. Then I tried to tape the window but nothing stuck, so I put a towel over it to keep some of the water out.

By this time the deck had fallen by a total of 1 inch, and I was wondering how long my jury rig would hold up before the mast came



A reaching strut and an oar were lashed and wedged to try and keep the mast from caving in.

through the deck. If it did, I figured it would make a clean sweep of the main cabin and start poking holes in the hull as well as smashing the deck to pieces.

We had put the 'storm jib' part way up to give us some steerage and to keep the mast from flogging about. I then ordered the crew to assemble some food, blankets, water, and other supplies in the stern of the boat, and had the dinghy moved aft away from the mast. Previously it had been lashed to a lower bracket on the pole track. I figured our position and set off the EPIRB, noticing that new batteries were to be put in by 1978. I wasn't sure whether it would work or not, but the light went on. The Single Sideband radio (required for the Kauai TransPac) did not work. Thus we were prepared to abandon ship if the mast went.

Now, what to do? We were 720 miles from San Francisco, but moving south rapidly. Air traffic was south some 200 miles; shipping lanes were 60 miles to the north. Honolulu was 1200 to 1400 miles. What about San Diego? We continued east with the headsail about 3/4's of the way up, making 1 to 2 knots.

At the time the wind was from the north at

30 to 35 knots, with gusts to 45; the swell was 25-ft. I decided I would set off a flare at nightfall, if we lasted that long. We made a bunk forward — I didn't want anyone sleeping around the mast — and we still had the quarter berth aft. But now what?

We could possibly drop the mast, but the bolts on the step were inaccessible due to the bracing we had made, and we'd have to rip a big hole in the deck. Other problems with that idea was the lack of control due to the heavy seas and the fact we'd be floundering if the EPIRB didn't get a response.

My next thought was to cut the port upper shroud and break the mast in half to relieve the pressure on deck, but "oh what a tangled web we'd weave". But there were still problems; could we control it, and would the mast break or would it cause our bracing to give out and the mast come through the deck? The lower shrouds, already in such bad shape, might break instead, and the VHF antenna would be down, knocking out our only radio communication until it could be jury-rigged.

By nightfall the deck had fallen yet another inch and our bracing was now beginning to work on the flooring. We were

LOST LOG



Delivery crew: (clockwise from top left) Victor Vanucci, 2nd trip; Chris Nash, 11th trip; Kent Rogers, 6th trip; Lisa Rogers, 1st trip; Wally Wallace, 1st trip.

taking on some water, but we didn't know from where. As planned, we shot the flare, but there was no response.

It was dark when we saw a light to the east — I turned on the VHF and made a call — it was the Navy Search and Rescue. The EPIRB had worked! It had taken about 12 hours to bring a response.

At this time two of my crew definitely wanted off, another was undecided, and Kent was with me if I chose to stay. The Navy SAR located the *Stalwart* 45 miles to the north, and had them proceed to us to pick up crew.

After locating us, *Stalwart* stood by until morning, as which time I reviewed my options, and the current situation. The deck had dropped another inch during the night, and the bracing was not holding up — in fact it was going down into the hull. The bulkhead forward was cracking and breaking, and I imagined that is where we were taking water. We pumped the bilge every hour.

By now three crewmembers wanted out. *Stalwart* could easily pick up crew, but even if I could secure the rig, they couldn't tow the boat because of their speed and the fact they

were towing two barges. Nor could they wait around for me to try a controlled dismantled after clearing the crew. The Coast Guard didn't know when the next ship would be by, or one would even be able to help. We still did have a liferaft, and Kent, who had married our cook Lisa in Hawaii, was on a honeymoon sail but still willing to stay with the boat if I decided to.

Throughout the night we continued to debate staying with the boat, but at sunrise we gave up hope. Everything was degenerating; our jury-rig, the bulkhead, the cracks, the deck, the floorboards. And with every wave the grinding got worse. When *Stalwart* came alongside we all decided to grab our gear and jumped off fast.

I think we all felt a little sick watching *Soufriere* flounder as we cut her loose. Victor thought he saw the Cal 3-30 tack and go under one of the two barges, but I don't know. (The tug had passed us a radio which we used for communications prior to our transfer. The radio had a tracking device and was left operating onboard *Soufriere* when we left. Shortly after abandoning her the tracking device stopped transmitting, the silence indicating that the boat had gone down. She's not been heard from since.)

The crew is safe and unhurt, and I've sunk a boat. It was my 11th Hawaiian crossing.

All praise to the *Stalwart* and crew.

— christopher m. nash
Skipper

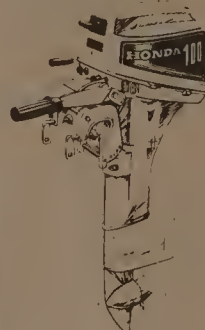
Editor's Note:

We recently went to El Cerrito to watch Chris build a fence and ask him what he thought caused the mast support to go. He said he didn't know, but figured that after five years of heavy sailing, the aluminum support was simply no longer up to the task.

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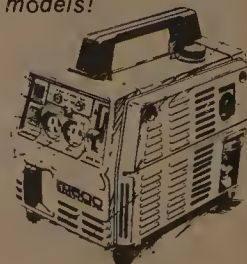
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BANGED BY A WHALE

The morning of August 27 seven hundred miles west of Point Reyes was overcast with a sloppy sea and fifteen knot northerly winds. *Trekvogel*, my Columbia 29 Mark II,

Louk Wijsen started sailing as a youth in Holland, and has been at it ever since. He tried teaching at Berkeley's 'Big U', but gave it up to go back to sea.



having slipped through under the Pacific High was on a direct course to San Francisco, doing six knots with the RVG vane steering. My son, Seadon, who had just become twelve years old, and I were returning from a summer cruise in Hawaii. The weather and seas had been adverse and unusually heavy, with countless squalls every day and again, but now conditions had improved. Sleeping bags and toiletpaper were still damp, but no longer sopping wet.

At about 0745 I put the sextant away, for the sun remained well-hidden, and sat down with Seadon. In our years of sailing together, I have established a ritual that in the morning I present him with some good news concerning the weather, distance logged, or whatever, which is a little strange, as we both know that he is the more patient of us, who has never stooped to bitching about any discomfort yet.

At this moment the boat met with a violent force that threw her on one side and off course. She moaned and groaned, and every part of the rigging and hull sounded a protest. There were jarring noises as if we had run hard on the rocks.

"What in the hell was that?" I said, and Seadon, always calm, replied: "I don't know." In the split second that it took me to reach the companionway I discarded the possibility of a grounding, of being run over by a freighter, and expected to see the collapse of mast and rigging. You think very fast at such a time, even to the point of thinking of remedial action. But the mast stood, and main and genoa were bringing the boat back to speed. I stared at the wake, expecting to see some huge floating object, but there was nothing — not until the water on my port quarter parted to reveal a monstrous tail with flukes that raised itself vertically, then slapped the water. A whale surfaced and blowing and snorting expressed what seemed to me to be indignation. But he did not pursue us, which was comforting.

"A fucking whale," I exclaimed. As I am normally careful with my words around people, this must have peaked Seadon's interest markedly. But even in the absence of the announced activity the sight was impressive. I scanned the waters ahead of us and there, immediately dead ahead of us, perpendicular on our course, was another whale. He did not move and seemed to await grimly the moment that the boat would climb on his back. I freed the tiller and pushed it hard over. The boat swerved around the whale, missing it by a few feet. The whale was twice

the length of the boat, about 60 feet, and about the same size as his partner.

"This has been the last time I have given to Greenpeace," I said somewhat stupidly. I stayed at the tiller, looking out for other whales, and asked Seadon to check for damage and to see if we were taking on water. There had to be damage after the violence of the impact, and as far as taking on water was concerned, that question was redundant, for the water stood already on the cabin sole.

"Yes," Seadon reported from the door of the head compartment. "There is a big crack here."

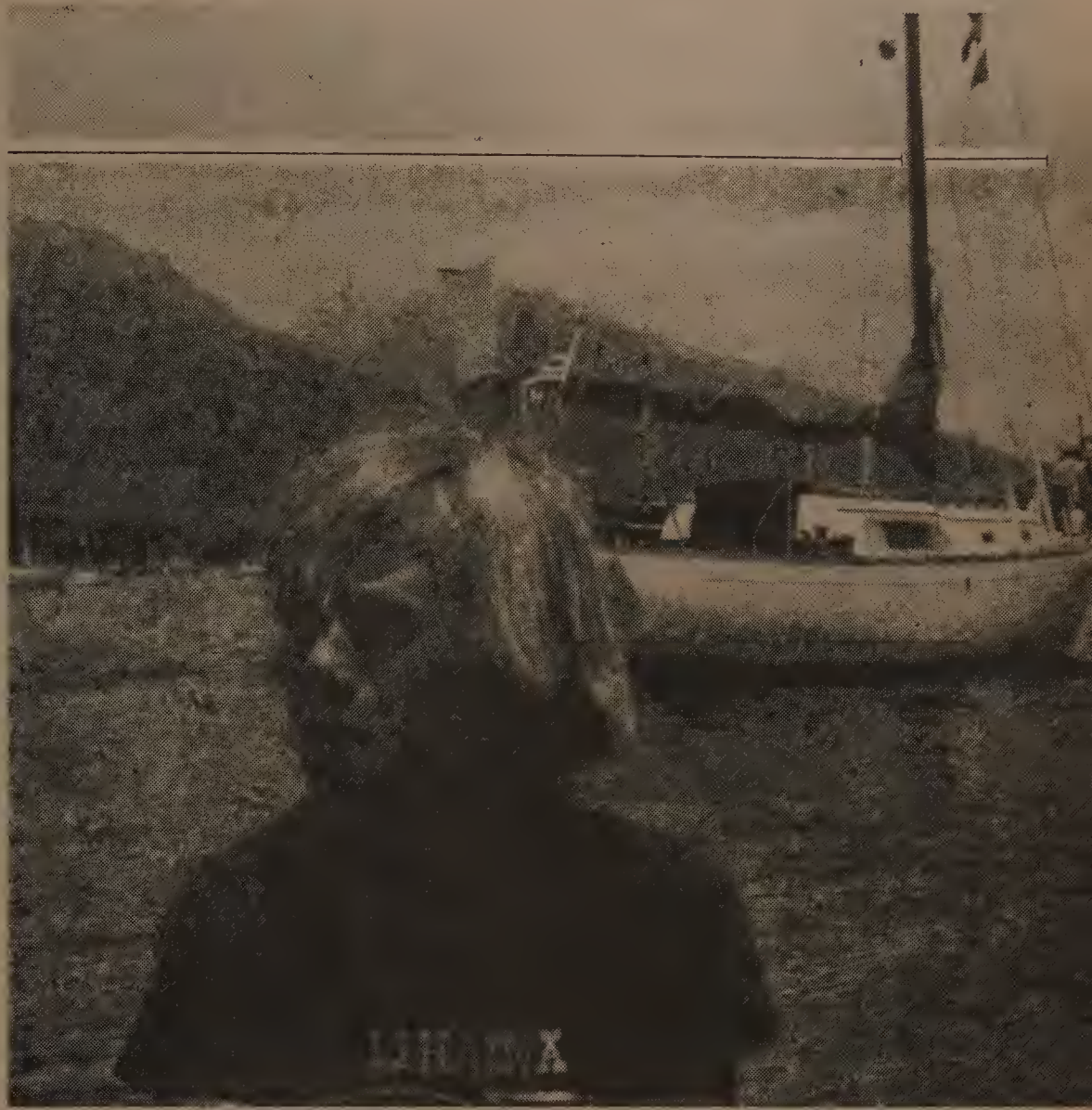
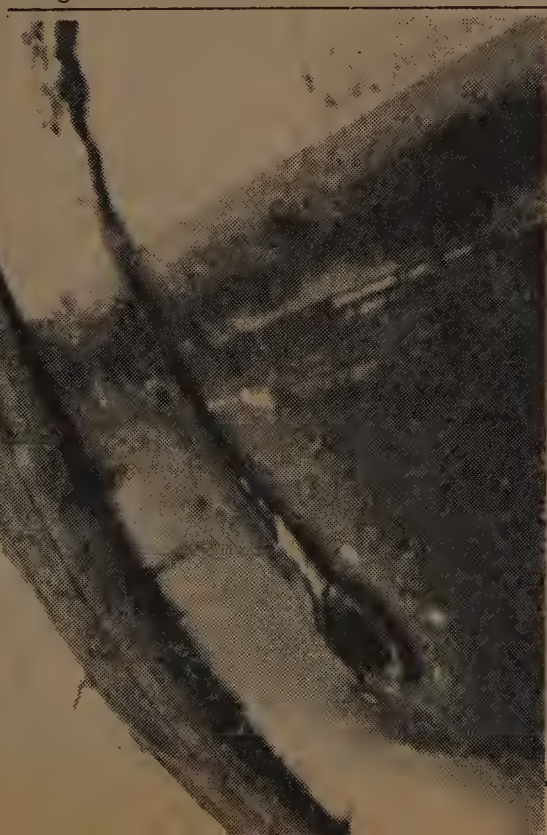
"Is it bad?" I asked.

"Nah," he said. "Not too bad."

I put the boat hard on a port-tack to lift that side from the water and went to see the damage. There was a hull fracture of almost two feet that ended in a through-hull, which was partly dislodged and sat at a slight angle in the hole. Through the crack and the hole I looked into the green oceanwater that jetted in around the through-hull. Amazed I asked Seadon: "What do you think would be bad?"

The damage showed that we had not hit the whale but that he had rammed or hit us from the side. Fortunately the damage was immediately accessible and in one of the

Whale caused crack ran down to head thru-hull fitting.



Twelve-year old Seadon liked Lahaina the most.

strongest parts of the boat, where several bulkheads and a heavy wooden base for the head were all glassed together. The impact had moved the tension post under the mast and broken a bulkhead loose.

While Seadon inflated the Avon, saving the CO2 bottles, activated the Narco EPIRB and saw if he could raise anyone on the VHF, I worked on the fracture with underwater epoxy (it worked but I did not have nearly enough), regular epoxy, towels and flotation cushions. I could stop most of the leakage, but was now unable to assess the damage to determine if the repairs held or if the crack spread. My particular concern was that the through-hull would become more dislodged or that the fracture would reach the chainplates area right above it.

In retrospect I could have turned off the EPIRB then, as we did reach port, but I decided to keep it going, for I wanted to inform the Coast Guard of our position and track in case we had to abandon. To locate an inflatable is very difficult for ships and aircraft, and even though we were asking the

government to burn fuel on our behalf, I knew that the situation was hazardous enough to warrant the expenditure.

The leakage was not too bad, but it was irregular and did not seem to come from the crack alone. About every hour we scooped a few buckets from the cabin and pumped the bilge. We kept the Avon inflated and equipped with canopy and survival gear on deck. I shifted some heavy items to the starboard side and examined the possibility of stretching the storm jib over the fracture on the outside, which was difficult because of the full keel.

It was ironic to be rammed by a whale. A few weeks before in Hanalei Bay I had talked about this hazard with Seph Andrews from Brickyard Cove Marina, who was single-handing his Rawson 30, and others, and had found that I was the only one who thought of this. And in mid-ocean, during a squall in a very dark night, I had spotted the Cal 3-30 Soufriere right next to me and over the VHF we had said that we would check on each other's arrival, just in case one of us

WHALE

would not show up. And Soufriere sank not far from where we were rammed, as I found out later.

Six hours after the EPIRB had been turned on, we spotted the contrails of a jetplane at a lower than usual altitude. We had not seen a plane for weeks, so we concluded that this could not be a coincidence. About twenty-four hours later a C-130 of the Coast Guard from Sacramento found us. We talked over the VHF and I asked for a weather update and requested that they note my position and track in order to narrow the search area in case of a renewed EPIRB transmission. The plane wanted to furnish a gasoline-powered pump, but I did not believe that the heavy pump would be of benefit. If we were unable to control the leakage with our own pumps and buckets, it would mean that the damage had spread and that we would have to abandon.

Search and Rescue directed the plane to a nearby freighter, and when it returned I was asked if we were ready to abandon. We were not. The aircraft then dropped a reserve EPIRB, but it came off the barrel to which it was strapped and was lost. Inside the barrel was a transceiver that could serve as a UHF EPIRB as well.

We kept sailing and bailing, and the greatest point of interest became the thrice daily CW weather bulletin from KFS. The C-130 came out again the next day, apparently on its way back from other business. After that I was able to relay my position twice through freighters.

The moment of truth came two days away from San Francisco when we encountered unexpected gale force winds and very steep, breaking seas. We did not discuss



Trekvogel hauled out at Oakland's Power & Sail. Port chainplate area shows where repairs have been made.

it, but I know that both of us expected to have the hull break up. We stayed at the helm for a day and a half. Seadon is an excellent helmsman and I could dry out a little while he managed to sail the boat at a good speed, maneuvering all the time to take the breakers well aft of the fracture for hours on end. In those seas we could not have lasted long in the raft, and when at the height of the gale I saw a northbound tanker in ballast at close range I tried to make VHF contact, weighing a little the possibility of abandoning then in view of the increased leakage. But there was no answer, and after all that was just as well.

On September 2 we reached the Bay and

on the wings of yet another squall we flew to Berkeley, where we expected to take a quiet shower before continuing to the boat yard in Oakland. In over 25 years of ocean voyages I have made some happy landfalls, but this one was special. It is good to learn that you honestly do not know any adult you would rather depend on offshore than your young son. And the boat which we had selected because of her spirit and seakindness, had survived an injury that would have sent most other ones down. And as it is very unlikely that a conflict with a whale will occur twice to the same sailor, that experience is behind me, too.

— louk wijssen



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OUT OF MY MIND OUT



The 'Great' Urbanczyk.

Shortly after midnight we ran out of champagne and started to drink brandy. A huge television served the latest porno hit, a real extravaganza (*Caligula*), from videotapes. The glare from land disappeared in a foggy horizon and only a remote light from Catalina Islands was visible at port side. Our ship was speeding in the NNW direction.

The German speaking captain was hospitable, friendly and relaxed. There were two other Germans. The remaining members of our hedonistic party were from England and Poland.

No friends, this is not the LOVE BOAT and the captain sitting next to me was not Captain Merv Stubing. The ship which we boarded was something much better, it was the super modern container ship, *Seatrain Trenton*. She was sailing her regular route between America and Asia, now on the Los Angeles-San Francisco leg.

Thanks to the captain's invitation to join him aboard *Seatrain Trenton* we flew with Krystyna — my wife, to Los Angeles and spent the weekend cruising 400 miles back home.

The first mate and chief mechanic were German. An Englishman was the radio officer, and the chief electrician was a Pole from Gdansk (at that time, he was probably the only person in whole Poland not to strike). All in all, kind of a United Nations crew, sailing under West Germany's management and Philippines flag.

Krystyna and the captain's oriental wife, enjoyed conversation about Chinese jewellers, Japanese art of Kabuki and Korean cooking.

The Polish electrician was drinking like a pump without a regulator. While we all had a good time, *Seatrain Trenton* with her hundreds of containers — and obviously with us — was running to San Francisco.

In the morning I looked out through the bull's eye to see the *Seatrain Trenton*'s bow was cutting dense fog as a sword would cut a samurai's guts. (A small digression; do you



also think that the maritime episodes of "Shogun" marathon, were really boring and not professional and that the small expense for a sailor-consultant would have avoided it?) The fog was so dense that the visibility was reduced to yards only.

But the radar's Cyclope's eye was on duty, sweeping tirelessly the vast ocean. Climbing the wet stairs, two stories up, I went to the bridge. "Second" welcomed me to the radar which looked like a small well with a glass surface, a really "wonderful well" one of miracles of our century.

— You see, here are two ships, both approximately six miles from us. The larger is increasing her distance, which means she is sailing in a similar direction to ours, but with bigger speed. The second ship is still closer to us and knowing our speed (it was about 20 knots) it is easy to calculate how fast she is running.

— What is this? I pointed my finger at one of the numerous little green points on the screen.

— Floating boards, drifting buoys, maybe small sailboats, even whales. We are passing unlimited amounts of such floats and who really knows, or cares, what all of them are.

THE WIND IS FREE!



Seatrain Trenton.

From the captain's bridge, several stories above the ocean level, from the huge mass of the *Seatrain Trenton* with her thundering engine, everything looks so different than from a sailboat. To *Seatrain Trenton* all these little points were really unimportant.

So now I know how they see us sailors: little points, tiny stars on their radar screen. Small, nameless, meaningless points. Therefore I think it is very important to remember that on the bridge of even best equipped ship, the crew when passing us, doesn't even know if we are a drifting barrel, a piece of wood, or a sailboat carrying the most precious of all cargoes: human lives.

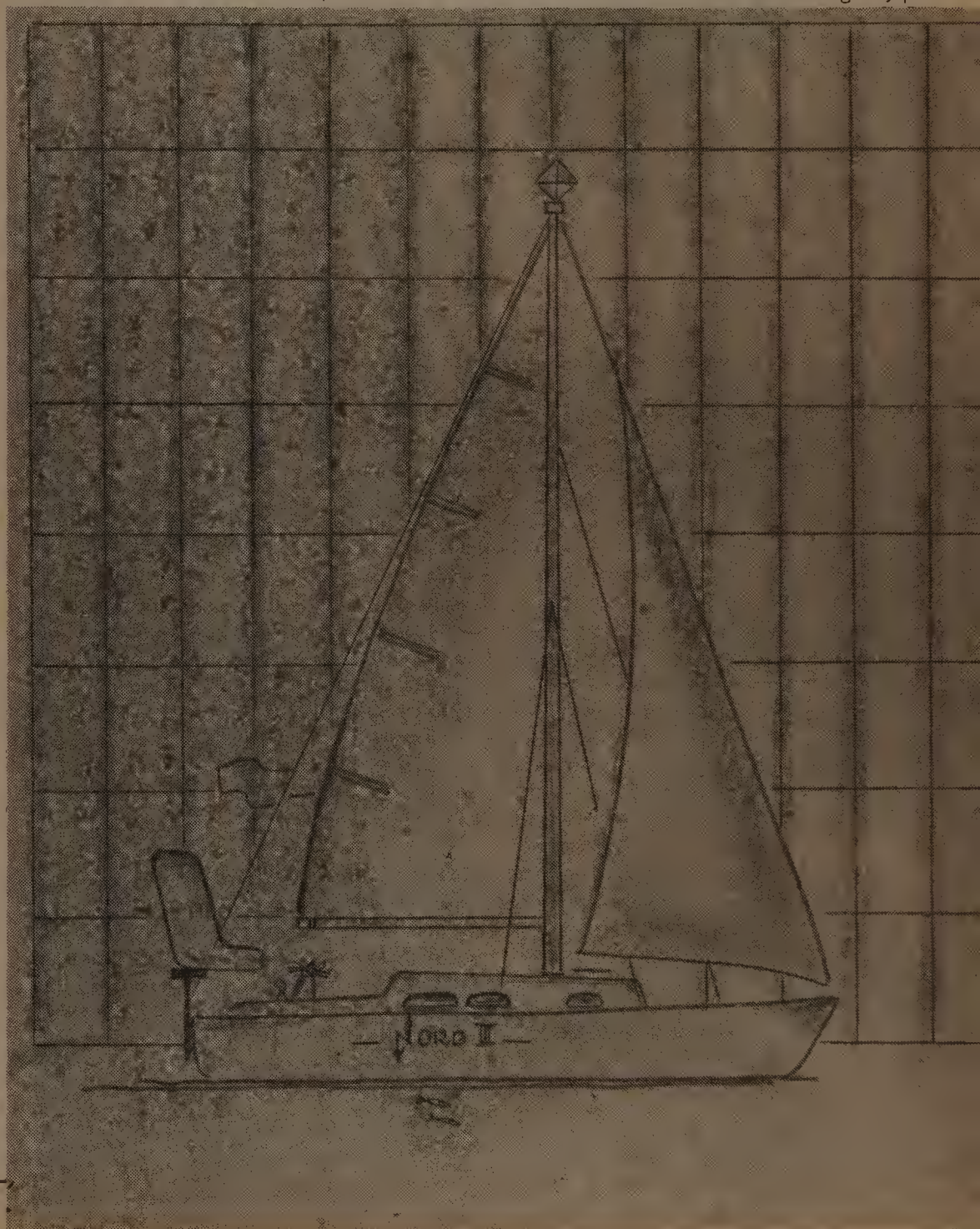
The rest of our voyage passed like a dream; enjoying the ocean, the fog, the close-flying birds, the people and the conversations, the food (the cook was a Philipino).

It took us only 24 hours and a crate of liquor to cover the distance from Los Angeles to San Francisco, despite the terrible fog, the California Current, and constant Northern wind. Soon we passed our home on the Montara cliffs, the Golden Gate, and berthed in Alameda. "We used 50 tons of fuel," said the chief mechanic, "we did okay."

Because of the great atmosphere on the *Seatrain Trenton*, we spent one more day aboard than planned. At this time the ship was unloaded and loaded with a new cargo and preparing for the next crossing. We left

Seatrain Trenton at the very last minute, just avoiding a cruise to Hong Kong, thus preventing us from losing our jobs, starving our cats, being late with this contribution to *Latitude 38*, and many other disasters.

Andrew's Ericson 27, *Nord III*, in front of all the barrel's of oil he didn't use sailing to Japan



OUT OF MY MIND

Soon *Seatrain Trenton* left our friendly bay, passed the Farallone Islands (with their now famous radioactive materials), and was on her way to the West.

But I was still thinking about our recent voyage, especially about the enormous amount of fuel, (50 tons!), burned in only 24 hours. Of course, *Seatrain Trenton* is a huge ship, but even if I would motor my small Ericson 27, the 400-mile distance from Los Angeles to San Francisco, it would require at least 100 gallons of gasoline (and of course 130 dollars). This means I saved all of the



“We used
50 tons
of fuel,”
said the
chief mechanic.
“We did okay.”

13,000 miles, 4 miles/gallon...

3,250 gallons of gasoline!

3,250 gallons are equal 103 barrels...

103 barrels are equal 4,000 dollars!

Note author's ears deformed by tradewinds.

100 gallons of gasoline three years ago when I sailed this singlehanded distance using only sails. It took me 10 days to do it, but the weather was “very special” and my boat was without self-steering gear. Yet my fuel bill was equal zero. Exactly! And this was my superiority over *Seatrain Trenton*; over all ships.

Yes, there is an unlimited future for sail-powered boats. Because the wind is free. We sailors belong to one big family of “natural voyagers”, like surfers, like pilots of hang gliders, and solar heated balloons (it works — see *Smithsonian* Oct. 1979).

If anything is close to the crazy, but romantic, idea of perpetual motion, it is obviously our endlessly moving sail. Being fascinated — and really seduced — by sailing, I would like to emphasize that I am absolutely not against motorboats. Certainly motorboats and sailboats are very different, opposite to each other, like a cat and a dog. But if someone loves cats there is nothing wrong to love dogs, too, and many people are doing it. I hope many of us love boats: sailboats and motorboats, and I think we agree that it is a big pleasure to speed a powerboat in a rough night, holding in one hand a girl's breast and the motorboat's steering-wheel in the other hand. But forgive me, I do not like hybrids. If a cat is a cat, then a dog must be a dog. And the same way I do not like a motorboat with sails and vice versa.

I calculated how many gallons of precious gasoline I saved (and in a way we all saved as a mankind), when I sailed my small Ericson 27 to Japan and back in 1977/78. The calculations were extremely simple. The total

route (including wandering 2 months between Hawaii's islands) was 13,000. Because my boat's “mileage” was 4-miles/gallon, such a trip under engine would have taken 3,250 gallons of gasoline! 3,250 gallons are equal to 103 barrels. The financial equivalent of such a volume is exactly \$4,000.

I am not sure which figures look more impressive; the 103 barrels of fuel or a \$4,000 bill from the fuel's pump.

Very far from a mysticism, I think it is something unique in the fact that the blow of wind, the currents, and conveyers of tradewinds, can take us almost to anyplace on our planet without any fuel bills.

The wind is everywhere and it is absolutely free (so far!). In our hard times of fuel shortage, the sailboats (and sailships) are promising phenomena with unlimited possibilities in the future. Thinking about it I have a special feeling to be a member of our unique clan of “perpetual motion” users. Perpetual motion which works!

— andrew urbanczyk

Editor's Note: On August 1 the Imamura Shipbuilding Company launched the 1,600 ton Shin Aitoku Maru — the first sail-powered oil tanker. The ship cost 2.3 million to build, including \$260,000 for masts, sails, and other goodies, to be pushed by the breeze. The Shin Aitoku Maru, has two steel masts, and can be powered by a sail, engine, or both. It's estimated that the savings in fuel will be close to 50%.

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THE BIG LITTLE

When the Quarter-ton North Americans came to town last month, it looked fairly predictable. Clay Bernard, the 1977 champ, had brought his Laurie Davidson design,



PHOTO BY SUE ROWLEY

Starboard, Fun!

Fun, from Tulsa, Oklahoma, to Ron Moore's yard in Santa Cruz for a six week overhaul. That included a flashy paint job, new mast and boom from Ericson, a whole caboodle of new mylar sails including four mains, (FOUR mains!?!) and a painstakingly re-faired bottom. Then he added a couple of ringers; local knowledge in the form of Dee Smith, and expertise on the helm provided by the new mini-ton world champion, Curt Oetking. Clay confessed blithely that he had spent \$25,000 to ready the boat for the five race series, and with quarter tonners, that works out to almost 1,000 bucks a foot. "I didn't even pay \$25,000 to buy my boat!" remarked several of his competitors.

It's really tough to beat big bucks in the small boat category, and it was obvious when *Fun* walked away with the first two Olympic Circle Races, outdistancing the second place boat by 3 1/2 minutes on the first nine-mile course.

That second place boat was 1979 champion Carl Schumacher sailing his own 26-foot design, *Summertime Dream*.

There was another former champion up for the race; *Blivit*, sailed by San Diegan



PHOTO BY SUE ROWLEY

Dave Neal. But when the boats returned from the third race on a 35-mile ocean course, the winner was . . . who? *Suzi*, another Laurie Davidson design, owned by

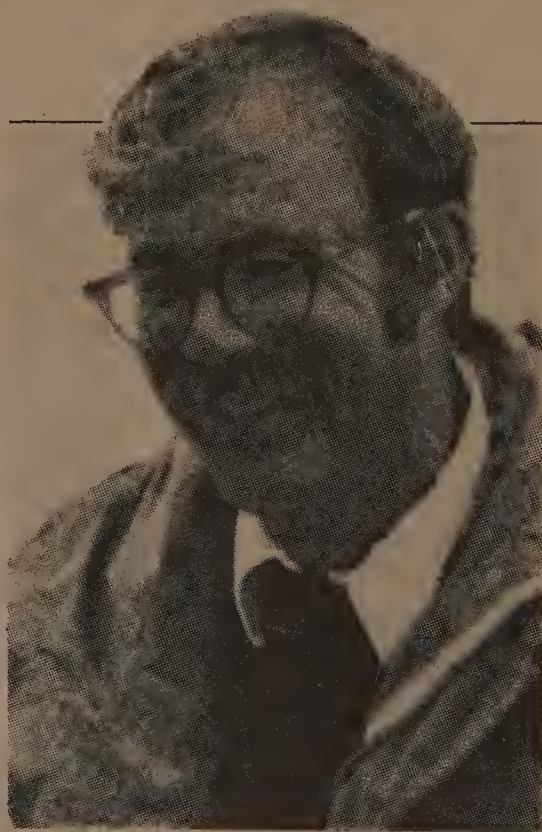
SOME WORDS

Sue: What did you think of the race?

Carl: I thought it was a very great race . . . whether we won or lost, it doesn't make any difference, the fact that we won was nice. In terms of competition, there were fewer boats than last year but there was certainly better racing — and I mean, it was intense. I felt a great deal of pressure. Maybe I felt pressure because I had something to live up to.

Sue: Did you know about the boat *Fun* before this race?

Carl: As a matter of fact, when I was designing my boat, that boat had probably the biggest influence on me. I thought it was a nice boat, a good boat, and it certainly was fast. I hadn't seen it in person but I had a measurement certificate and had seen a lot of pictures of it, and certainly heard a great deal about the boat. There are about three of four boats that Laurie Davidson designed of that style, that to me, at that time in my career, epitomized the kind of boats that I really liked. For that reason, I was really ex-



Carl Schumacher, Quarter Ton Champ two years sailing.

cited to race against *Fun*. Here was the boat that I had hoped to design a boat to be as good as. I was really disappointed that they didn't come last year.

I feel happy about the outcome, I think in some conditions that *Fun* was faster than my boat, but in other conditions my boat was definitely faster. They're both really good all-around boats. I think *Suzi*'s a pretty good boat, but not nearly as good a boat as *Fun*. When I first saw *Suzi*, I was just flabbergasted . . . it was really different from what I had expected. Davidson's other boats had been very long, easily driven boats. All of a sudden he comes out with this short, highly distorted boat with a whole bunch of sail area. Boats that need a whole lot of sail area are hard to sail; when it gets windy that's more load on all the lines, the sheets and everything . . .

Sue: But the boat was intentionally designed for light air . . .

Carl: Yeah, everytime we go out, Rod always says "Well, when we get light air

BOAT SERIES



National's fleet heading out the City Front.

Rod Eldredge out of Ballena Bay Yacht Club. Sailing with Rod's son and daughter, *Suzi* placed third in the 1979 North Americans, and the Eldredge's had prepared

for this year by buying a new main and doing the bottom themselves.

For the fourth race, these itty-bitty hot racing machines were sent on a 100-miler to

Duxbury, Chimney Rock, the Lightbucket, Montara, and heaven knows where else, *Summertime Dream* leading the fleet out the Gate.

When they returned almost 24 hours later, it was, omigosh, *Suzi* again, with *Summertime Dream* and *Fun* close behind, the three of them finishing within 7 minutes. (*Suzi* crossed as the MORA fleet was starting off Golden Gate Yacht Club, and the committee couldn't give her a gun for fear of confusing the MORA sequence.)

It had been a hot race, they said later, with *Suzi* and *Summertime Dream* swapping the lead all night long, and *Fun* nipping at their heels. "It was the most intense racing I've ever done," said Carl Schumacher. "It was just neat." Clay Bernard lamented that *Fun* had apparently dragged an 8-foot string of kelp from the rudder for the last 75 miles of the race and it wasn't discovered until they docked.

At this point the cumulative standings read *Fun* 32, *Suzi* 30:375, *Summertime Dream* 30. The rest of the fleet was strung out below 23 points. But wait! *Suzi* and *Fun* were counter-protesting each other over a port-

WITH SCHMACHER

we're going to beat you," and we did have a couple of light air races. In one of them they beat us on fair and square, but the other one was a gift and they know it. That was in the middle distance race. *Fun* and I were off playing games. It was part of our strategy to put *Suzi* between us and *Fun*. We wanted to steer *Fun* off to the wrong side of the course. If we had just sailed the best race we could, we probably would have got second and *Fun* would have won. We didn't want *Fun* to win that race. I wanted to be as close to *Fun* points-wise going into the long distance race as possible.

Sue: Did you have any plans for the final race?

Carl: I'm trying to be very gentlemanly about it because I'm very angry at Clay Bernard. For me, it was the most fun regatta that I'd sailed in a long time, up until about three minutes before the start of the last race. Our strategy, once *Fun* was disqualified from the long distance race, was that it was going to be a match race between us and *Suzi*, and

quite frankly, up to that point, *Suzi* had never beaten my boat on the bay — ever! So I know I don't need anybody to "go after" *Suzi*, I can do it myself, I'm a big boy. I thought that the passions of the night before would die down. Obviously they did not. I didn't know what to do, try to get *Fun* off *Suzi*, or sit there and wait for them. All we wanted was a nice clean race between the two of us, and we were robbed of that, that's what really makes me angry. I'm pretty confident that we'd have beaten *Suzi* anyway.

When people congratulate me for winning the series, I just say, "The reason that I won is that my mommy taught me to be a gentleman." I kept myself out of trouble and that's what it takes to win some races. Winning a regatta takes a lot of things. It doesn't take just boat speed and it doesn't take just tactical brilliance. You've gotta have those things, but another thing you've gotta do is sail smart. We weren't so dumb as to get caught on a port-starboard because it's just as important to stay out of protests as it is to

spend \$25,000 and buy four mains and all mylar headsails.

Sue: Tell me something about your boat and your background.

Carl: I've been sailing all my life. I have a degree in Structural Engineering from Cal Poly and I've wanted to be a naval architect ever since I was ten years old. I've always been working toward that end; all my summer jobs were in sail lofts or in boat yards. I've built masts and rebuilt boats, I've done all that stuff just trying to learn more about boats. After college and the military, all that garbage, I worked for Gary Mull for four years; I enjoyed working for him and I think I contributed something to his office, and his office contributed something to my knowledge. But I didn't really like the style of boats that he was doing so I said, "Well, it's time to try my own thing." So I did.

I thought just because I was honest, straightforward and sincere, somebody would let me design a boat for them. I did some small jobs and rating things and

1/4 TONS

starboard infraction at the start.

Dinner was grim that night at sponsoring Sausalito Yacht Club as the jury deliberated over the protest. When they reached a decision, *Fun* was disqualified from the most heavily weighted of the five races, dropping her score to 22 points. With only one race to go, *Fun* was out of the running and it appeared it would be between *Suzi* and *Summertime Dream*.

Clay Bernard and his crew carried a heavy grudge into the final race. As *Summertime Dream* and *Suzi* began their roundy-rounds, jockeying for position at the start, *Fun* joined the maneuvers, trapping *Suzi* behind the line while *Summertime Dream* escaped with the fleet, and effectively, the championship. *Fun* kept *Suzi* from the line for more than a minute and a half after the starting gun while the fleet sailed away. Then *Fun*, in an incredible display of speed, sailed to first place in the race. "We had talked this morning and decided we'd take them to Vallejo if necessary," Clay said after the race. "I yelled to Schumacher, 'You go win the North Americans, we'll take care of *Suzi*.'" And so they had.

PHOTO BY SUE ROWLEY



Summertime Dream on her way to the title.

Suzi finished fifth in the race but was later disqualified in a protest filed by *Fun* for an infraction during the heated pre-race maneuvers. Carl Schumacher won the Quarter Ton North Americans with good, consistent sail-

ing, but not having won a single race. Ironically, he had secured it in '79 by winning all five races.

— sue rowley

SCHUMACHER

redesign work for some northern California builders — Dick Denay at the Yacht House gave me a great deal of work redesigning some of the Rafikis. The Rafiki 35 I did the cabin and the interior on. I designed a 43-foot motorsailer, a production boat that hasn't been built yet his faith was a great boost for my ego. It's allowed me to carry on when times were rough. But I wasn't getting any brand new commissions for boats to be built.

I was racing dinghy's at the time. I've always owned a boat; I started in Sabots, and went the Snipes, and had a Star boat for awhile. Then when I left the nest and had to start paying my own way, I had to go back down to smaller boats again. I had a Laser, and a Fireball for about four years. When I sold my Fireball, it sort of freed up my resources and I said to myself "Now is the time. I'm not making it. I've either got to put it all on the line or look somewhere else for income. I have a very nice mother, and was able to borrow the remaining money and

built *Summertime Dream*.

Sue: What did the Quarter-tonner cost you?

Carl: By the Quarter-ton North Americans last year, I had \$24,000 in her. Dennis Choate did a pretty good deal for me, he built it fast and I was able to work with him in order to hold costs down.

Sue: What elements of Davidson's designs did you incorporate into the boat?

Carl: What I really liked about a lot of his earlier designs was that they were very straightforward in terms of being easily driven boats that don't require a lot of sail area. The boat's a long boat, it's low on sail area and everybody says it's a heavy air boat and doesn't go in light air, well that's not true. It's an all-around boat. Because of certain design factors, I was able to achieve a boat that doesn't require a lot of sail area to push it in light air.

When you look at my boat and you look at *Fun*, it's hard to imagine that I was influenced by Laurie Davidson, but looks are

deceiving. For most people their eye is not very critical to subtleties. While the boats look very different, the important parts are very similar. When I'm at the dock, I have people tell me that *Summertime Dream* looks like a Mull boat, looks like a Peterson boat, nobody every says it looks like a Davidson boat.

That's not to say that that's the kind of boat I would design for any other kind of boat. The Holland boat *Imp* had a very great influence on *Summertime Dream* also. I raced for a year on *Incredible* and it's a very fast boat but it's also a very hard boat to sail. We raced *Incredible* against *Imp*, and while we were struggling to make a headsail change, *Imp* would just blast away. On *Imp* it was easier to do these changes, or they didn't have to do the changes.

I like simple boats; I just don't like a lot of complexity. When we get done drawing all our pictures and messing around, you've still got to go out and sail the sailboat.

— sue rowley



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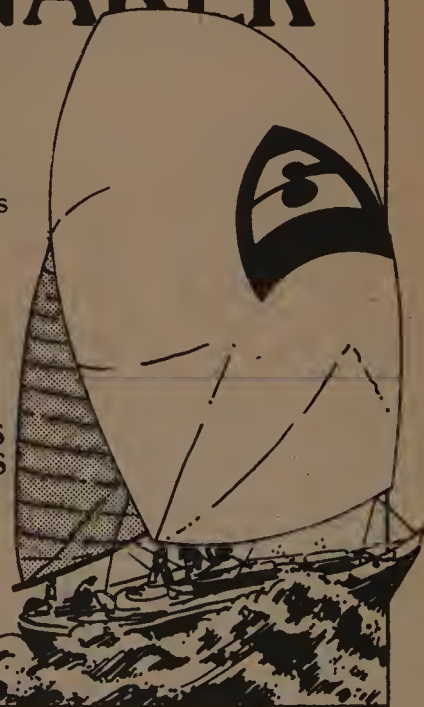
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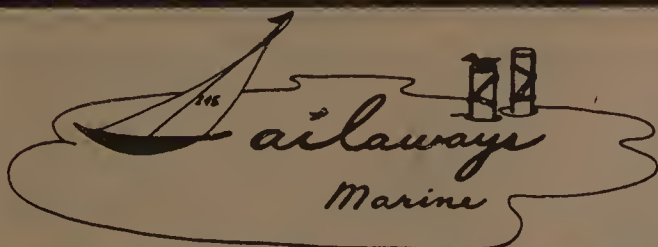
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BY DESIGN

We received the following letter from Jake van Heeckeren that loosely objects to our identifying the Moore 24 and J-24 as being the same kind of boat. We thought that it was subject matter fit for our new design section — albeit a little more technical than we hope they will be in the future.

Jake's letter also gives us the opportunity to publish some pictures of the J-24 Nationals and Moore 24 Nationals — both of which were held in northern California recently.

In June last year we had a talk about TransPac boats and you printed an article about that in your book. The discussion was about light weight boats and their desirability for the Honolulu Race. We did not mention the J-24 at that time since we were dealing with custom boats or "hand made" production boats. This was incorrectly interpreted by some J-24 advocates to mean that we do not have a high regard for their protegee. Page 108 of the August issue of *Latitude 38* suggests that the J-24 is a development from the Moore 24. This is incorrect, and the same advocates will undoubtedly react unfavorably to this suggestion. We would like to elucidate briefly.

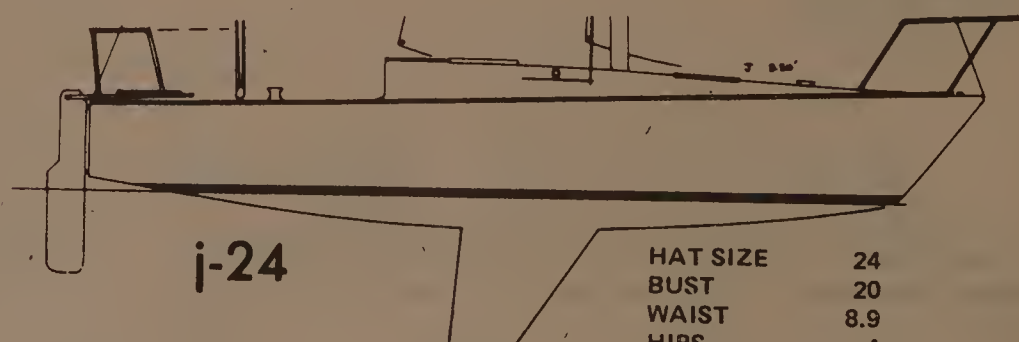
There is so much uninformed talk about the relative virtues of these boats that we thought it might serve some purpose to attempt a comparison from the data distributed by their builders, to derive some parameters from this data, and to relate this data and parameters to the observed sailing characteristics of these two boats.

We elect to give the data in metric notation. This serves two purposes. Firstly, most sailors will be unable to relate to these numbers, so that the results will be looked at as simple numbers, rather than quantities to which he is able to assign intuitive meanings. Secondly, the derived dimensionless parameters are consistent within themselves, and do not contain any hidden constants.

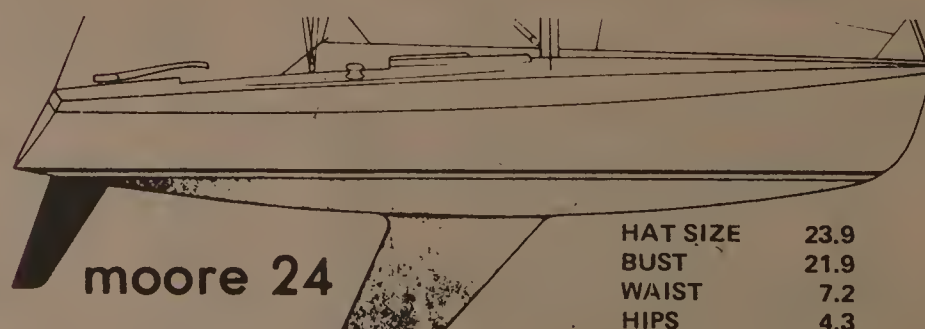
Although published data are not always accurate, it is not entirely unreasonable to compare them, since often the inaccuracy



Moore 24 Nationals at Lake Tahoe.



| | |
|----------|------|
| HAT SIZE | 24 |
| BUST | 20 |
| WAIST | 8.9 |
| HIPS | 4 |
| HR. CLR. | 2700 |



| | |
|----------|------|
| HAT SIZE | 23.9 |
| BUST | 21.9 |
| WAIST | 7.2 |
| HIPS | 4.3 |
| HR. CLR. | 2000 |

VAN HEECKEREN

errs in the same analytical sense (the published weight, for example, could well be stated

an indication of the intent of the designer/manufacturer.

| PUBLISHED DATA | | | DERIVED DATA | | |
|--------------------|-------|----------|-------------------------|-------|----------|
| | J-24 | Moore 24 | | J-24 | Moore 24 |
| L.O.A. (meters) | 7.32 | 7.24 | Displ. $\times 10^3$ | 5.7 | 3.3 |
| L.W.L. | 5.92 | 6.50 | LWL ³ | | |
| Beam | 2.72 | 2.16 | SA/Displ ^{2/3} | 21.71 | 24.47 |
| Draft | 1.22 | 1.27 | WS = LWL \times Beam | 16.10 | 14.04 |
| Sail Area (sq. m.) | 24.25 | 22.95 | SA/WS | 1.51 | 1.64 |
| Displ. (ton) | 1.18 | 0.91 | Bal/Displ | 0.38 | 0.50 |
| Ballast | 0.45 | 0.45 | LOA/Beam | 2.69 | 3.35 |
| | | | I_x | 4.77 | 2.62 |

at too low a value for both boats.) and, besides, we have no further objective data to consider. Certainly the published data give

Historically the Moore 24 was developed from inspection of some L. Francis Herreshoff drawings by George Olson, who

More Moores moving among mighty mountains.

PHOTO BY LOUIS KRUK

PHOTO BY LOUIS KRUK

MOORE 24

wanted to build a very fast 24 foot boat. There was no racing purpose to the design. The only "rule influence" was that shaping which had been found to make for inherently fast hulls in the pursuit of race boats, and which is now so commonplace that it is no longer considered an influence from racing rules or era.

The design was then further modified by the Moore brothers, not to mention all the other individuals who had a great deal of influence on the development of the Santa Cruz school of sailing thought. A number of interim boats were constructed before the final Moore 24 emerged. It was never the intent of those who developed the Moore 24 to build and market her. Later, when she proved to be such a fine boat, the decision was made to produce and market her.

The J-24 was the brainchild of Rod Johnstone. Although no boat is designed without a look at previously designed boats, we have no information suggesting that Rod studied drawings from old masters such as L. Francis. Rather Rod seems to have taken a look at what it would take to design and build a boat which would do him well in MORC competition, and find some popular appeal so that she could be produced and marketed

Hauling out.

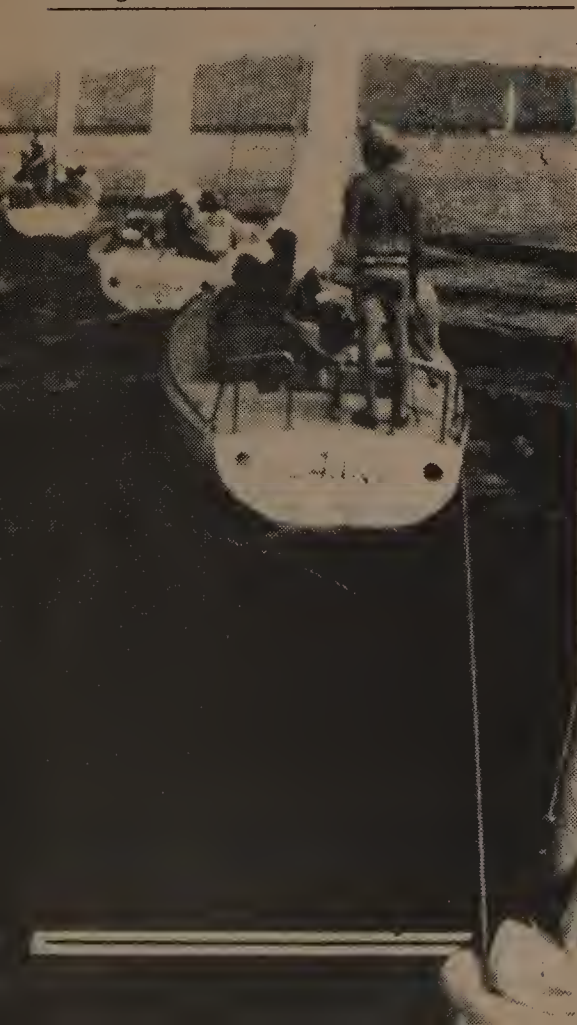


PHOTO BY PETER COSTELLO



PHOTO BY PETER COSTELLO

The old criss-cross.

profitably.

As is clear the intent of the boats was different, and the results bear this out.

Comparing the above data we find that the J-24 is slightly longer overall, but that she is a surprising amount shorter on the waterline. We also find that the Moore is much narrower, a fair bit lighter, and that she has quite a bit less sail area.

When we convert the published data into a set of design parameters we find that some interesting changes to our intuitive interpretation of these two boats are in order.

Because the LWL of the J-24 is less than that of the Moore 24 the displacement-length ratio of the two boats shows a far greater difference in "effective weight" than the actual weights indicate. The ratio of the displacements is $2600/2000 = 1.3$, or the J-24 is 30% heavier than the Moore. However the ratio for the displacement-length ratios is $5.7/3.3 = 1.73$, or a 73% increase. In fact, the difference is not quite so well defined since the actual sailing length is not given (or even accurately definable) and of far more importance than the LWL.

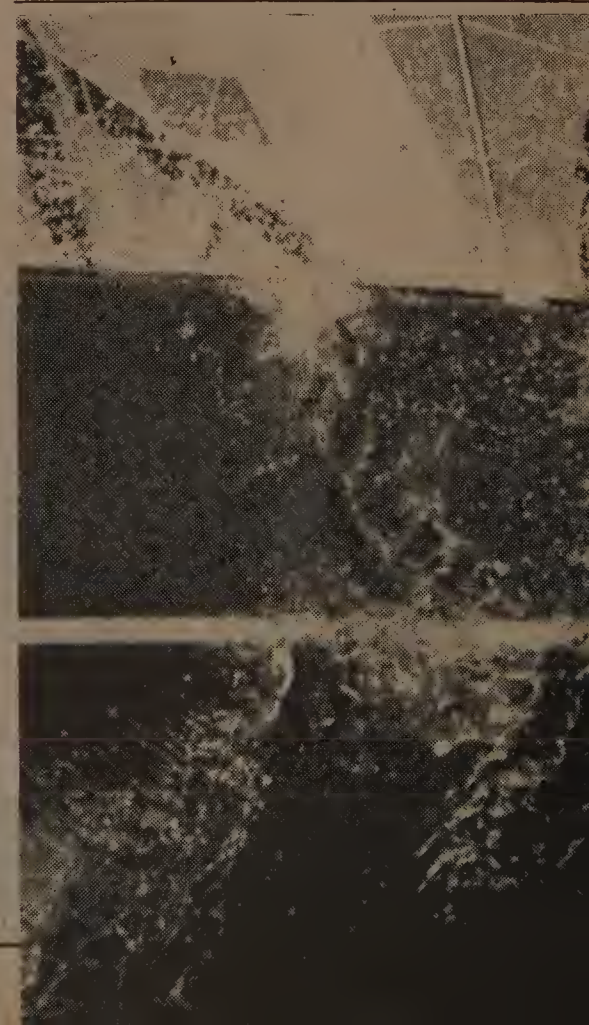
As a result of the weight difference the sail area to displacement ratio of the boats shows that the Moore has a greater power to weight ratio. The ratio of the ratios is $24.47/21.71 = 1.13$ or 13% more for the Moore. This ratio will come closer to the value unity when the crew weight is included in the displacement values. The sail area to displacement value is of significance in describing the moderate air performance of a boat.

WS is the area of the rectangle with as sides the LWL and the Beam. This area is in

a way related to the wetted surface of the boat, although by no means in a particularly meaningful way. However, it is a unique value which can be well defined from the data, and it is thus useful for comparison. The ratio is $16.1/14.04 = 1.15$, or the WS of the J-24 is 15% greater than that of the Moore.

Sail Area/WS is a parameter which, together with other considerations, gives some

Local sailors — hindered by protests — were kept out of the top standing.



insight as to the light air performance of a boat. The ratio is $1.64/1.51 = 1.09$, or the Moore has 9% more sail area for its WS.

The ballast displacement ratio shows how much of the total displacement of the boat is in the keel. The ratio is $0.5/0.38 = 1.32$, and shows that the Moore has 32% more of its weight in the keel, even though the actual published keel weights are the same. This ratio is not nearly as important as it commonly considered, since the primary reason for the ballast is the ability of the boat to carry sail, and this ability is more strongly affected by the sailing beam of the boat. A secondary purpose, but by no means unimportant one, of the ballast ratio is the ability of the boat to right herself after a large (180 degree) capsize. The beam also has a significant influence here, so that a narrow boat with a deep heavy keel is most able to right herself from an inverted position.

Length to beam ratio gives an idea of how wide the boat is compared to her length, or rather, how long the boat is for her width. The ratio is $3.35/2.69 = 1.25$, or the Moore is 25% longer for her width. Conversely, the J-24 is 25% wider for her length.

I_{xx} is an approximation of the moment of inertia of the waterplane. Since neither the

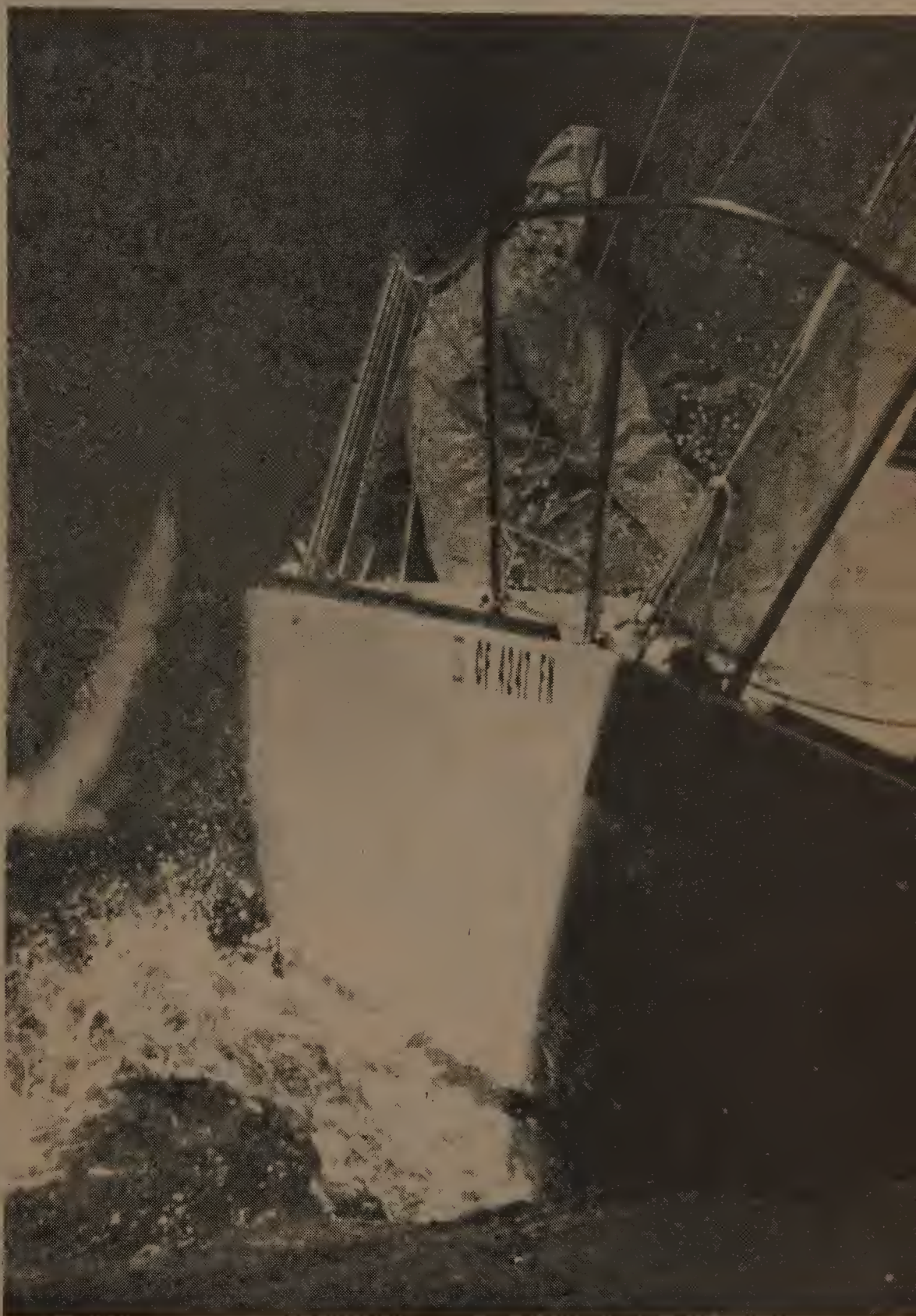


PHOTO BY DOUG KEACHIE

J-24 Nationals on San Francisco bay.

waterline beam or the waterplane inertia coefficient (C_i) are given the overall beam is used, as well as the value .04. Neither are accurate, but they are the best information which can be used. In the case of the J-24 a value slightly greater than .04 seems appropriate, while in the case of the Moore a value slightly lower may be possible. It is, however, not reasonable to speculate beyond the dubious assumptions already

made. The moment of inertia, except for an adjustment, for the height of the center of mass of the boat is closely related to the secant of the small angle righting moment of a boat. In practice the small angle approximations are useful through the range of effective sailing angles of heel. The ratio here is $4.77/2.62 = 1.82$, or the J-24 has an 82% greater righting moment than the Moore. The righting moment gives an insight into the

PHOTO BY DOUG KEACHIE





Tally ho!

heavy air performance of the boat, since it gives a feel for how much sail a boat can carry.

What the numbers suggest then, is that in light air the Moore is a bit quicker than the J-24. That in moderate air the same is observed, but to a lesser degree, and that in heavier air the J-24 is anticipated to be considerably quicker upwind, where sail carrying ability is of utmost importance, while off the wind under these conditions the Moore is predicted to be quicker since the sail carrying ability is not nearly so important while the displacement length and the sail area to displacement are.

Observing the boats under sail under varying conditions leaves one with the distinct impression that the relative performance suggested by the above number juggling is realistic.

These very significant differences become most apparent when the boats are drawn in plain view. If you take a bird's eye view of the J-24 and the Moore 24 you will see how much wider the J-24 is compared to the

TOP FIVE —
J-24 NATIONALS

| | |
|-----------------------------------|-------|
| 1. Ed Adams — Newport, RI | 14.25 |
| 2. Bruce Golison — Sea Beach | 31.50 |
| 3. Bill Menninger — Santa Barbara | 44.00 |
| 4. John Koliuss — Seabrook, TX | 44.00 |
| 5. Kelson Elam — Dallas, TX | 73.75 |

TOP FIVE —
MOORE 24 NATIONALS

| | |
|--------------------------------|-----|
| 1. Dee Smith — B-52 | 12¼ |
| 2. Terry Alsberg — Poltergeist | 14¾ |
| 3. Greg Felisch — Morphined | 35 |
| 4. Walter Oliveri — Relma | 38 |
| 5. Bob Simpkins — Equinox | 39 |

Moore. It is this dramatic difference which, irrespective of the many other differences, makes it clear that the J-24 and the Moore 24 are entirely and virtually unrelated designs. A wide boat is an inherently higher drag configuration, but one which allows it to carry considerably more sail. The trade-off beam versus sail area is a fundamental design of a yacht, and in the case of the J-24 versus the Moore 24 a clearly different choice was made. The design embodiment of the boats, once this fundamental choice was made, has in both instances been handled well, and the boats are both excellent examples of yacht design.

The designs, however, are based on such different fundamental design concepts — that of an easily driven hull with just sufficient sail carrying ability to drive her, versus that of a powerful hull which can carry a good deal of sail but which increases the power required to drive the hull through the water — that it is not realistic to consider these two boats as developments from one another.

— jacob van heeckeren

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AMERICA'S CUP

The America's Cup is such a big story to the American press that we suppose we'd be remiss if we didn't give it additional attention. As a result we've decided to present two stories of the America's Cup Summer. The 'outside' story of what you and we mere mortals would have experienced had we gone to Newport, and the 'inside' story of what it was like to sail on the winning 12 Meter from the very beginning.

Our 'outside' sources are Marilyn Yolles who frequently writes for Latitude 38, and Louis Kruk, who despite teaching school, has managed to sail many of the world's best

ocean races. We've also got a few additional comments from Louis' ladyfriend, Laura, who managed to visit Newport several times during the summer.

Our 'inside' man is Don Kohlman of Alameda. He was in on the Freedom campaign from the very beginning, fighting his way through an army of applicants for a spot on the boat, and staying there to the very end. Don was gracious enough to grant us this interview just after Freedom won the last race, and just prior to his last duties of the campaign — breaking the boat down for storage.

Photographs by:

MARILYN YOLLES

LOUIS KRUK

The 'Outside' Story

38: Lou, how close were you able to get to any of the action during the trials?

Kruk: Some of the time I was able to get out on the tender.

38: Was that hard to do?

Kruk: Well, you bullshit. Sometimes they act like they know you, sometimes they act like you're a pest. You know how it is.

38: Russell Long was the subject of a lot of publicity, did he know what he was doing or was he over his head?

Kruk: I never met him, but I got the feeling that the press was making him the cutiepie of everything and tried to create a 'kid-makes-good' story, perhaps without realizing he didn't have the credentials of the other American skippers.

38: We've talked to some folks who have sailed 12's and they claim they are tremendously powerful and exciting to sail, particularly to weather. What was it like watching them?

Kruk: Ugh! Like watching submarine races, I guess.

Laura: I would sleep all of the time except when the boats crossed tacks. Then everyone on the tender would jump up and down and scream, and then they'd go back to sleep.

38: Were there lots of people watching?

Kruk: First you had to be on a boat to watch, so that eliminated almost everyone. There were quite a few boats, but they were kept quite far away. The tenders, each of which flew a special flag, were allowed to get closer, but that was about it. Just a few

boats.

Laura: The Big Boat Series here, for example, is much, much better from a spectator point of view, because you can really follow the action, and there is a lot more action to follow.

38: You've been around Louis, did you meet a lot of people you've crewed with?

Kruk: I got there about 11:30 at night, and anytime I go where there's an ocean race I can expect to bump into a few guys that I know. Maybe 5 or 6 out of a barful of a 100. But when I got to Newport I went around for two hours and I never saw one face I recognized.

There were just thousands and thousands of people, particularly on weekends, who were there for the Cup, but didn't have any idea of what was going on or know anything about sailboats. They were just out putting on the style.

38: What were the tourists like?

Kruk and Laura (in unison): Preppie types.

38: What's that mean, we've always avoided that area of the country.

Laura: Well, they all wear Preppie clothes; they all wear this blue kind of material, not denim or seersucker, I can't remember what it's called, but they all wear it.

Kruk: And colorful pants! Instead of wearing a nice pair of white pants they wear these brilliant reds, and greens . . . greens like you wear to a St. Patrick's day party; wild yellows, all kinds of crazy colors.



Million dollar jungle-gym.

AMERICA'S CUP

Laura: And they all wear fishnet sweaters, white cable knit sweaters, alligator shirts, and the most popular color is pink.

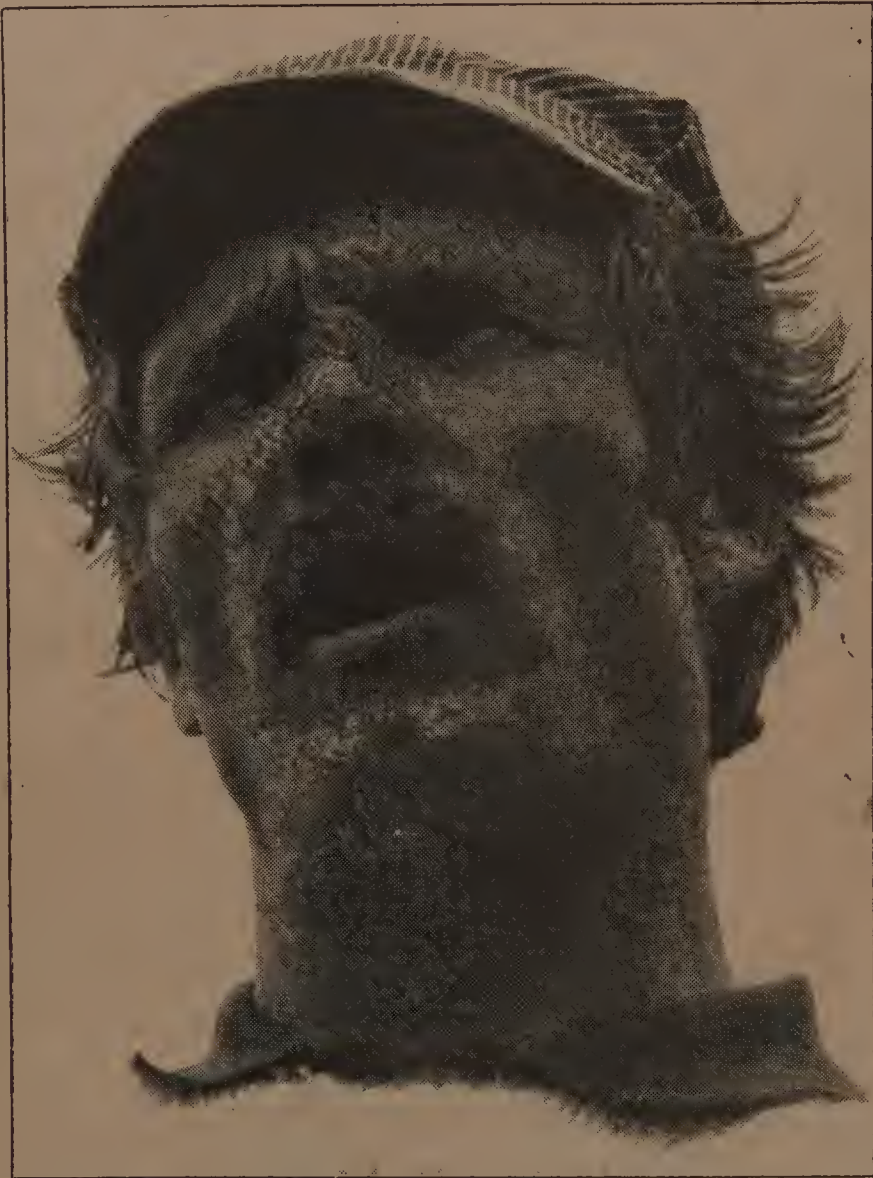
38: Pink?! Pink shirts!

Laura: Yes. But it's all real conservative. You don't see Hawaiian shirts, or anything wild like you find at regattas on the west coast or in Hawaii.

38: Are there any ladies, and what are they like?

Kruk: They're plentiful. I'd say there were two women for every man. Lots of un-





Through this mouth passes a million quotes.

escorted . . .

Laura: Who were wearing short-shorts, hats . . .

Kruk: Yeah, very fashionably dressed, unescorted women.

38: No beach town girls?

Laura: Some of the wives and girlfriends of the crew were of the long blonde hair, no make-up, mellow type, but not the tourist women, and not the gals out hustling.

38: Hustling?

Laura: You know, walking back and forth, doing these kind of things. (Demonstrates strutting around, in dramatic, exaggerated, self-conscious 'model' movements.)

38: Ho, ho, ho like they've all been to modeling school.

Laura: They think they have.

38: Well, what was it like on the tender?

Kruk: Once I got out on Dick Bertram — you know Bertram Yachts — on his private boat. Really beautiful. But it wasn't too exciting. Lots of talking, drinking, and eating lunch. Just sitting around in the sun like that will put you to sleep.

38: Any gossip?

Kruk: Oh, there were a number of people in the syndicate wondering if maybe Blackaller shouldn't replace Russell Long.

Laura: When I was back there, syndicate members were whispering under their breath that Long was going to have to decide whether he wanted to steer or whether he really wanted to win the Cup.

Kruk: I thought it was interesting that Long objected when Clipper was going to be assigned an odd number, he thought it would be bad luck. He petitioned, and they gave him an even one. Then there was the business about bringing back Werner Erhard. I don't know about that kind of stuff, but the way I see it, if you're going to go ocean racing you don't get involved with the superficial stuff and superstition, you go out and race your boat, you don't rely on Werner Erhard to help you through your lumps.

And now we bring you Marilyn Yolles for her perspective on the Cup. Like Louis and Laura, Marilyn was back in Newport during the Trials.

38: Tell us about it.

Yolles: The town was mobbed.

38: You mean like Sausalito on a Sunday?

Yolles: Dammit! I was going to use that line for my story in *City Sports*; I was going to say it was like Sausalito on a Saturday afternoon. I wasn't going to give you that line.

38: Oh well. We've heard it was like Surf City, 'two girls for every boy', and they were all strutting like models.

Yolles: I didn't notice.

38: What do you mean?

Yolles: Well, there were some Swedish-looking girls in short-shorts. Preening and parading, walking back and forth and back and forth, and they had no idea they were going right by the fence that the 12's were behind.

38: That's a pity.

Yolles: All the action is in the town, everyone milling around, and to the sailors it's a bloody inconvenience because they've got to go through mobs of people everyday.

It's a real honky-tonk carnival. I thought Newport would be classy, but it's just like, you know, Carmel or Sausalito, with people walking around in T-shirts and looking for action. The article in *Sports Illustrated* was really right, nobody ever sees the boats.

38: Oh look (we're milling through Marilyn's photographs,) let's use this picture of your kids on the lawn of this mansion. We'll caption it something like "Two of Newports" young wealthy" or something like that, ho, ho, ho.



Light on granite.

Yolles: Deford's article really captured Newport. You've got the lower part where everyone is hustling around — I mean there are pizza joints, T-shirt shops, all kinds of junk! Then there are the mansions, where the la-de-da stuff is, and then you've got the people at Bailey's Beach Club, the place where the locals go. But everyone is just milling around, waiting for something to happen. They just pace around waiting for any kind of action.

In the restaurants you have to wait in line for an hour and a half to be seated, and that's no fun. I'll tell you this (Marilyn lowers her voice into a sincere tone), I wanted to get the hell out of there. It was just no fun; you get there and wait in line to eat or sit in traffic in a car, that's no fun.

38: The idea of all these people sitting around waiting for something to happen, it's what's always grieved us about the America's Cup. Sure, maybe there's 60 or 80 guys heavily involved with a sophisticated racing project, but there's 17,862 people standing around wondering what to do with themselves. We think that's stupid!

Yolles: Well, all the hoopla is about the advancement in design and technology . . .

38: Oh no it's not! Those stupid things look about the same as they did 12 years ago.

Yolles: There has been great advancement in sailcloth, in compasses, in much of the equipment used, in some of the metals, the masts . . . don't you think so?

38: Well, yes, but we figure it's small,

say, in comparison to the developments in ocean racers in the last 12 years or so. It seems to us that the basics of a 12 are pretty well developed.

Yolles: But look at the crews; they really do get some of the very best sailors in the

money, the power, the wealth, the big guys, the big boats — it's really America!

38: Lots of press there?

Yolles: Not that many. A few standing around the press room, waiting to file their story, waiting for something to happen.



Tom Blackaller, freewheeling on Clipper.

world.

38: Oh we won't deny that.

Yolles: Blackaller, Conner, Pelle Peterson, oh the whole bunch of them.

38: We've no argument on that point. We certainly don't denigrate the actual sailing or what the actual participants are getting out of such an intense effort, we can imagine it's really great for them.

Yolles: It's the American press that makes such a big thing out of it, because they can't absorb any more than one sailing event a year. It's a simple thing for them to understand: it's called the America's Cup, it has a long history, there are very few boats, there are foreign entries, there is lots of money involved — it makes a nice package for the unknowledgeable press.

38: The America's Cup is a rather catchy name, too. Maybe it would have never come to this if the America's had been named Elsa Mae or something.

Yolles: The name is fantastic for the press, and it's held in Newport where there is posh stuff. But honestly, you can't expect the average press to follow every little Star race and 505 regatta, there's just too many of them . . .

38: Oh, you're certainly right.

Yolles: This has all the slickness, the

38: Did you meet Russell Long?

Yolles: Yeah.

38: What was he like?

Yolles: A cute little boy.

38: Good looking, isn't he?

Yolles: Nice legs, really nice legs.

38: Marilyn! What are you talking about — women don't look at men's legs.

Yolles: He was wearing short-shorts. I'm sitting on a step (Marilyn's voice is getting strident) facing his legs — and he does have beautiful legs like a girl!



Brenton Tower.



'Rich kids' in front of Freedom's dorm.

38: Oh, ho, ho, har.

Yolles: He *has* shapely legs!

38: Ho, har, ho, ho, ho. Besides his legs, was he a nice guy?

Yolles: Very, very nice.

I saw Gary Jobson. I saw Tommie (Blackaller), but he was negotiating`borrowing a mast and didn't get to talk to him. I saw his friend J.J.

38: What was she doing?

Yolles: Working in the office.

38: What office?

Yolles: *Clipper's* office. They've a little shack there. She was doing what all the beautiful little girls are doing; answering phones and giving messages, and stuff. Acting as a go-fer.

I talked to Jobson a while, he was nice. Ted was there but he was howling about something, "We've got three lawyers on this, and two lawyers on that . . ." so I didn't get to talk to him.

38: Ho, ho, ho.

Yolles: Saw the Swedes, they were cute. Saw the French, they were darling . . . and talked to Ritchie Boyd, the guy who does the rigging on *Courageous*. They knew it wasn't looking good for them.

38: Did you get the impression that Turner hadn't really been trying, or could you form an impression.

Yolles: I want to tell you something (kicks into super sincere voice), don't tell me

they weren't trying. They may not have given it the effort they should have, but you know if they had been winning they would have said, "We really cared about this". If it doesn't go well you say, "We didn't give it the time", but don't you believe it.

38: Turner was quoted as saying he was putting in the same effort as he put in last time.

Yolles: That's not true. I know from talking to other people that they were working their hearts out. He was playing a gamble, remember he was out here with the Six-Meters last summer, and he said that . . . well, why do you think they bothered with the whole Six-Meter thing?

38: Beats us?

Yolles: The reason was to get practicing together in a similar boat, but not a 12, because they thought if they practiced in 12's all the time they'd be bored to tears. You know, the way Dennis did it.

38: Ted told you that?

Yolles: Yeah.

38: Say Marilyn, it was you who assured us that Conner and his crew were going to go stale from all the practice.

Yolles: I did say that (spoken in a repentant tone), I really thought he was doing it the wrong way, and by having the two boats and crews would destroy the morale. But it did not happen, it just did not happen.

38: We've never met Conner, but we get



the impression that he really knows what he's doing. Well, Don Kolhman told us months ago that he wouldn't have been willing to make this kind of time commitment for anyone except Dennis. Conner, we guess, has put together a real classy program, but he doesn't seem to be that warm a person

Yolles: No, he's not a warm person.

38: But he sure seems to be able to command respect and get a program together that people are willing to make sacrifices for.

Yolles: Part of it is because they know they'll be with top-notch people who are willing to give 100%.

38: We think Conner's going to kill them all.

Yolles: Tommie is going to give him a run for his money. The minute Dennis heard that Tommie was coming . . .

38: Just a minute! Kimball wrote in the *Chronicle* today that everyone thought *Clipper* would be excused today, that it was all over.

Yolles: Yes, I did read Kimball's thing.



Cottage on the hill.



In Hawaii every rock is a tourist attraction; in Newport every old building is a monument.

38: Do you suppose Blackaller's set himself up for the next Cup; afterall, he's probably the equal helmsman of anyone sailing. Of course, some people might think his

particular kind of exuberant personality wouldn't lend itself to leading such a program.

Yolles: Tommie is smart enough (slipping into a low, sincere voice) to get somebody to run the program for him, someone who can delegate this and that. He could get a program going, and to me, he and Dennis are neck and neck as sailors. I've watched them race Stars, and they have the same history, they're both gutsy, they both know exactly what the hell they're doing.

Tom knows he has trouble getting along with everybody, but he realizes it's a weakness of his, but for a major effort like this he might get somebody to do that part for him.

38: Did he ever mention wanting his own 12?

Yolles: I actually don't think he's really into it that much. He was really going for the Stars in the Olympics, and I thought he was real smart to leave the America's Cup time open when the Olympics went out the window. He left this time open in his schedule,

but I don't think 12's are that important to him. I was amazed, though, that he accepted the position on *Clipper* that he did, not demanding to be skipper. But maybe he knew he could work his way up.

38: It looks like he set himself up for getting a boat in the next Cup, although now that you mention it, we remember him telling us how much he really loved sailing Stars and that the other stuff was more a part of his career and business.

Yolles: So you think he's setting himself up for '83?

38: They do this crazy stuff every 3 years?!

Yolles: Say, did you get those photos from Bruce of the Challenge Cup?

38: They were great. On the way back to the dock they ran into a bachelorette party and carried on like crazy, lots of hugging and kissing and goosing and they even tied one girl to the mast.

Yolles: Listen, don't print anything my kids can't see.

38: (Silence). Whatever do you mean?

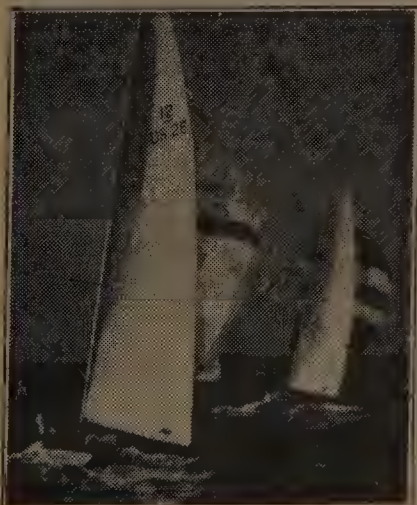
Yolles: They can see women naked to the waist, but that's it!

38: There's nothing like that.

Yolles: I wanted to be able to show my kids what I've written and have time open the magazine and not say "Mother!!!" And they're pretty loose kids, mind you.

38: We haven't done anything bad lately.

Yolles: No, not lately.



12's racing for home.



Not everyone spends their nights at the Candy Store.

38: Antigua, you're still made about Antigua.

Yolles: That's it.

38: What else about Newport?

Yolles: It was a carnival, nice winds, beautiful weather. I tried to get out on a tender, but it was too full of sails.

38: Did you meet people from the syndicate?

Yolles: I met Fritz Jewett and he's from here; he's really big in the whole thing. He was nice. I met his wife and she was very nice. Oh, I'll tell you who I did meet, Ed deMoulin. Ed deMullen they call him.

38: Ed da' Melon would kind of be a fun name, wouldn't it?

Yolles: They were wonderful friendly people. They were very approachable — well, that's because I had an entree', Don Kohlman invited me to dinner at their dorm. So I was at the house with the crew and it was really fun and nice. He told you to call if you come.

38: How long does this go on?

Yolles: September 16th or so.

(Soft, sincere voice) I don't really think this was worth it. When you think about it, the Big Boat Series is so much more fun, so many more people are actively involved, you can see more, there's more spirit, more life. It's just more fun.

38: What was the house like where *Freedom* stayed.

Yolles: The outside was nicely kept up, but now it's a dormitory for a catholic girl's school, so inside it's not that nice. But the Breakers — that's fabulous!

38: Does the crew have a set routine?

Yolles: Yes, everyday, but they do get a little time off. At 6 they get up and work out, they ride their bikes to the wharf, they sail, they come back to meetings . . . it's pretty fixed.

38: What do they do when they get time off?

Yolles: They sail up to Maine or down to Long Island Sound with friends. But they're working all the time; building a new rudder, testing new sails, they work *all* the time. It's a once in a lifetime thing, a supreme effort.

38: How come Conner is winning?

Yolles: Because they've made the effort for a year and a half, and every single piece of that effort is honed to perfection. No one else has made that commitment. It's not that Dennis is the better sailor, although he is probably better than Ted and he is better than Russell.

38: Were people whispering bad things about Russell?

Yolles: No, because he was conducting himself in a very respectful manner. He really was. He didn't act like a hack or a kid, or a freak; he was handling himself as well as a 24-year old can handle something like that.

38: That's good to hear.

It's funny, you mentioned this being the supreme effort. It's kind of strange, because even if you are part of the winning boat, there's got to be a letdown afterwards. Besides, what do you get for all that effort; for that fraction of your life you've dedicated to one project?

Yolles: Just one sweet, shining moment.

The 'Inside' Story

Three days after Freedom beat Australia 4-1, we had the following conversation with

38: How long have you been part of the *Freedom* campaign?

Don: Since about June of 1979. I haven't spent as much time here as some of the guys, because I made it pretty clear that I had to work, and I was also committed to the 6 Meters last summer. So I only spent a total of 5 weeks here last summer and then about the same amount of time last winter in San

Alameda's Don Kohlman, who had sailed on the winning 12 Meter.

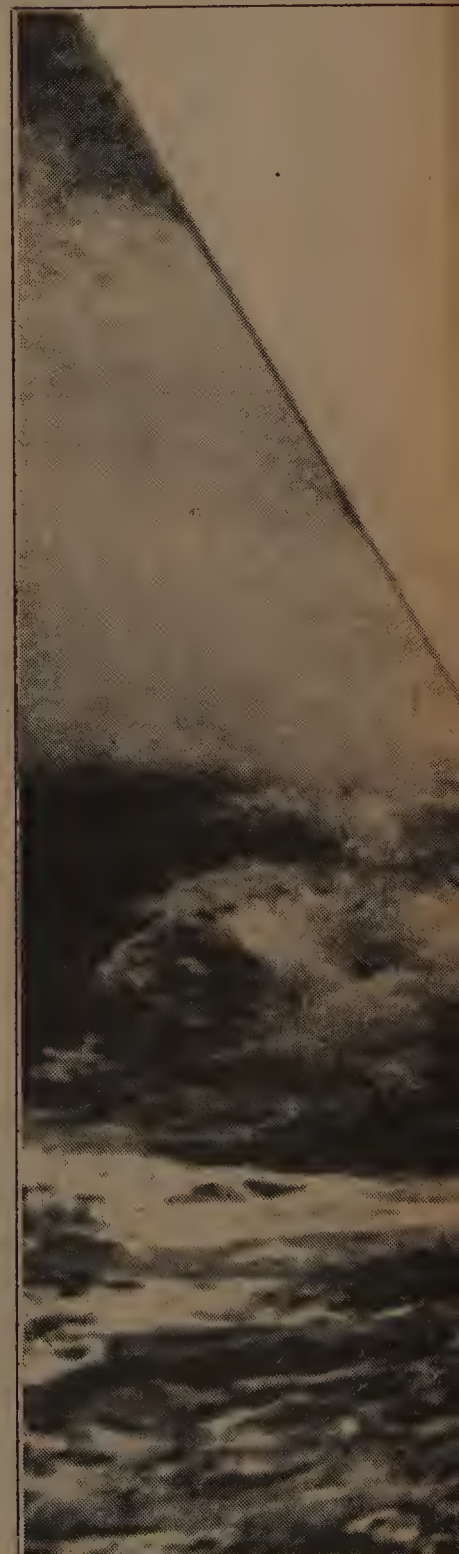
Diego. I've been here in Newport since May 3rd.

38: This effort has what, cut your yearly income by about 2/3's?

Don: Exactly. Somebody had asked me that today and that's what I figured out.

38: As part of the team you live a regimented schedule?

Don: Yes, each day is structured.



Clipper, a handsome loser.

AMERICA'S CUP

38: It seems to us that the regimentation — for a short period anyway — might actually be a lot of fun. How have you liked it?

Don: It's been interesting. Sure, after a

while some of it got tiring, but we were all working toward one end, and it all seemed to fit toward that goal.

38: Anything you particularly disliked?

Don: I suppose sail testing had to be fairly boring. We bracketed a lot of tests and there seemed to be a lot of redundancy in the sail testing, but it paid off because we





Don Kohlman on a swing through the Bahamas.

knew to a "T" what the ranges of the sails were. It worked very much to our favor.

38: Did you ever get cabin fever or fed up with the folks you had to work with?

Don: No, the place is big enough — that's the key to it — and you had your own room. Even the common rooms were not always full, and there was lots of room to walk around outside. The other thing that helped was that the weather has been so nice, just incredible.

38: Is the food good or like the crap you get served at college dorms?

Don: It was a lot better than that. We had a great cook — heck, there was a total staff of about 6 or 8.

38: How many people lived in the dorm?

Don: About 35 people. 22 crew plus 2 who worked on the tender, guys who worked at the shed, plus syndicate management, wives and sometimes kids. So the food was excellent, sometimes we'd have lobster dinners and that kind of thing. Meal time was always a lot of fun, even breakfast.

38: What was the general routine?

Don: We'd get up at 6:00 and do 40

minutes of calisthenics and run for 15 or 20 minutes — a pretty extensive morning workout. Later in the morning — 7:30 or so — we'd have breakfast, and by 8:00 or 8:15 we'd be at the boat. We'd work until we left to sail at about 10:00. That's a lot different from last year when we'd often start sailing at 6:30 in the morning. Normally we'd get back to the dock at 5:30 or 6:00, do another hour or 2 of work, and then we'd have dinner about 8:00.

38: Was there much of a social life?

Don: Yes, there was a fair bit of social life. However the morning workout was responsible for, well, how can I put it . . .

38: Keeping you off the streets?

Don: Ho, ho, ho, yes. It lent a structure to the day. A lot of guys went down to the Candy Store and stuff; however, I think we on *Freedom* were noted for the fact that we kept to ourselves a bit. We weren't downtown every night like the *Clipper* and *Courageous* guys.

38: They were down there more?

Don: Yeah. The thing is that their boats — I don't know if you're familiar with Newport — were right downtown on the pier where the Candy Store is and a lot of the social activities go on. We were further out of town, almost secluded, and that lent itself to what we wanted to accomplish, which included a hell of a lot of work, experimentation and things.

38: Were there 12 Meter groupies?

Don: Oh yeah, there are a lot of those around. Of course, Newport is full of bounty hunters, whether they're looking for rich guys coming in, guys on 12's or just looking to screw around. You just can't talk to them though.

38: What did you think of the town?

Don: I like Newport very much. I spent — this is the fourth summer I've spent time here — and I like it a lot. I considered moving here, but I think I'll be back in the bay area.

38: What was your position on the boat?

Don: I was what's called a 'pit' man. My primary position was behind the mast in the pit to tail the halyards, organize the sails below, do the spinnaker hookups, that kind of thing.

In the starting sequences I'd also grind the mainsheet for John Marshall, which was really great. I really enjoyed doing that because Marshall is such a brilliant guy. Upwind and during the tacking duels I'd move to the primary handles and grind the genoa.

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Russell and relative.

o I was up and down on the boat — it was a great job.

38: After a summer of sailing so intensely with such good sailors, you must have learned a heck of a lot.

Don: You learn a tremendous amount about sailing, and materials, and the mechanics.

It was great for me, because over and

above my responsibilities on the boat, I was also responsible for the maintenance on the winches. I worked pretty closely with Lewmar, and boy, I'll tell you they really busted their asses! We never had one failure during a race, and they would help us any time. So I learned a lot about that — and I was always a dyed-in-the-wool Barient man — ho, ho, ho. You learn a lot more, too; there are just

so many benefits from a program like this.

You also learn from the people who have organized it and carried it out. The people who headed the syndicate and things like that — they're pretty sophisticated, great minds in business involved here, too. They are important, the people who know how to handle people, organizations, and so forth.

38: How did things work out for Dennis? He was one of the least quoted persons, considering his position.

Don: I got along fine with Dennis. He prefers to keep a low profile. The press always tends to twist things around, at least back here because sailing is basically a pretty boring pastime for both the spectators and a lot of the media such as general newspapers. There's a danger when anything is said — and I'm not speaking for Dennis here — that will be twisted around, misconstrued, shaded or whatever. Dennis preferred to let our sailing speak for us.

Actually, he suppressed a lot. He said a lot on the boat to us personally, lots of comments and things, but with the press he was fairly poised, although that's not exactly the right word.

38: Did he have problems keeping everyone's morale up during the long duration of the campaign?

Don: No, he was very good at that, and I don't think many people could have done what he did. He bridged the gap between the contributors, syndicate heads, the press, the crew, the support staff, and that kind of thing. I think Dennis is almost as strong there as he is sailing, and that's such a key part of this whole operation. Maybe half of the Cup is the sailing aspect and half of it is keeping everyone going, keeping the morale up.

38: Were the other boats more distracted by those kinds of problems?

Don: I think perhaps *Clipper* had the most visible problems, in that they were rotating crew so much. That created problems and abrasive feelings, although Tom Blackaller would know better than I.

38: Why were they changing crews?

Don: Just trying to find the winning combination, I suppose. They were, ho, ho, trying to attract people from *Enterprise* — Russell was pretty straightforward and ballsy about the whole thing, but they were just looking for better people. Their crew work was atrocious in the beginning, and quite frankly I just don't think they were working hard enough.

38: But then nobody worked as hard as



Jay-jay, Tom Blackaller, Terrible Ted.

your guys.

Don: I think that's safe to say. I think the *Courageous* guys backed off. I talked to Conn (Conn Findlay, also from the bay area) at the Stag Cruise last year, and everybody was expecting us to burn out or peak far too early. I would say that we did peak out before the Cup, in my opinion, we peaked physically and mentally just before our selection as the Defender. We moved up toward another peak — although a shallower one — after we lost the race to *Australia*.

38: Was there a lot of pressure you felt from being made such favorites?

Don: There was. First of all, when we actually sailed the Cup a lot of us were numb. I for one couldn't believe that it was the America's Cup, something I'd thought about for the 20 or more years of my sailing career. So that had a numbing effect, but we were psyched, there was no question about it.

I don't think, however, we ever got as fired up as we did during some of our races with *Clipper* and *Courageous*. They excited us a lot more. For example, Blackaller verbally assaulted us on the starting line. We were just so pissed off that nothing we did to them was too atrocious. If we could have beat him by a day-and-a-half and still stepped on his face we would have done it.

38: Why, what would happen?

Don: Ho, ho, ho, it was just San Francisco bay bullshit. He'd yell over and taunt

Dennis a little bit about a threat of a protest or something. Or he would yell over and say, "Conner, you are a cheating motherf---!" and that kind of stuff. It's a little out of character in something with the stature of the America's Cup you would think. Anyway, that's the kind of thing that really got us going.

38: How would Conner respond?

Don: He was pretty taciturn. Sometimes it would visibly affect him — he'd clench his jaw a little bit — but in general it just made all of us want to step on their faces.

38: Blackaller was just really using every possible resource trying to win?

Don: Yeah. I mean, it was a desperate time for them and Tom would employ that tactic every once in while. It worked for him a couple of times on the 6 Meters.

38: So how was the relationship then between the two crews?

Don: The *Courageous* guys were great, there was never any animosity between the crews on the beach. We taunted one another during the races — we were a noisy crew, too — but not in a belligerent way. Whenever we tacked we'd let out all sorts of animal yells, and I think that was pretty demoralizing for the opposition at times. One particular time we rounded the bottom mark after *Courageous* but it was apparent that each time we tacked on the next weather leg we were gaining a bit. Soon our grunts echoed



Hustling, preening, waiting . . .



Unknown to most, several 12's lurked behind these walls.

between the sails, and Dennis looked over at Ted and said "Here we come". It sort of reverberated between the sails and got to them. Sure enough, we went by them in the next couple of tacks.

38: Was it common for other crews to yell between one another on the course?

Don: I don't know what happened between the other two, although I do know they had some pretty hard fought practices. There was a lot of boat bumping this year; I know we hit *Courageous* a couple of times, and *Courageous* and *Clipper* hit one another more than once. One, the famous incident which sort of broke *Courageous*' back, was the time *Clipper* hit *Courageous*' stern and broke the backstay, badly bending their mast. It was the situation where Russell was going to sue Ted for, I don't know what it was, and *Courageous* wanted *Clipper*'s spare mast and there was this big negotiation session. They finally got the spare mast, but there were all kinds of other things that the press picked up on.

38: How did Russell Long handle himself

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or did you have a chance to see?

Don: I don't know. I ran into him quite a few times and had the chance to talk with

him, and he seemed like he did a pretty good job. But I didn't have the opportunity to see how well he did things, how organized they were. It seemed they got an effort developed out of seemingly nothing, but I don't know how much of it was his family resources — by that I mean whether it was his grandmother that pulled it through or whether he got the help from Pan American and Bacardi and those folks himself. I think he must have done something right to gain that kind of support. But basically they just didn't work as hard as we did.

38: When you got to the finals you guys felt pretty sure you were faster than *Australia* in all conditions or did you worry about them in light airs?

Don: We worried about light air, right. They had the real bendy rig which gives you unmeasured sail area, and in fact they were fairly quick in light air. I don't think they were as fast as we were, but sometimes in some conditions they appeared faster. There is no question that those rigs are here to stay unless they are legislated out. It's possible to

build a bigger boat with proportionately bigger sail area and not take a penalty for it.

38: Was *Australia* as well-trained as *Clipper* or *Courageous* — would they have beaten the other American boats?

Don: It would have been real close. We beat *Australia* by narrower margins than we were beating *Clipper* and *Courageous*.

38: What did it feel like losing to *Australia* the time you did in the second race, and was it a fluke or a clean loss?

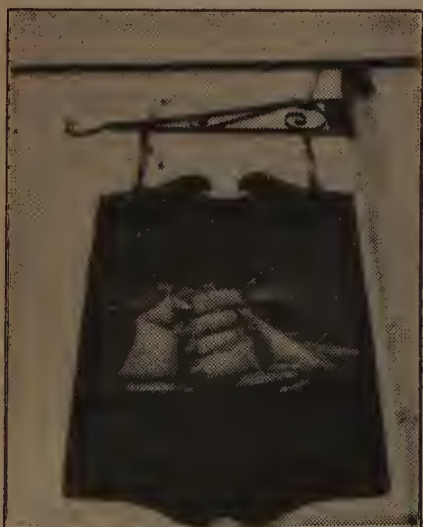
Don: It was a very clean loss. We weren't as fast as they were that day, and at times I have to think that we weren't as smart as they were.

I guess you might have heard about the running light controversy. Gawd, I just about crawled under a rock when I heard we were going to protest them because they didn't have a running light on after sunset. Most of the crew was pretty vehemently opposed to that protest.

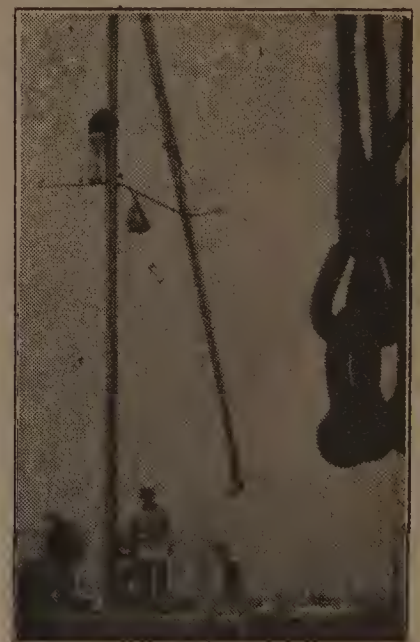
38: Who brought it up in the first place?

Don: It was the afterguard. In all fairness to them they had to wonder what the New York Yacht Club Committee was thinking because those guys put a lot of pressure on you if you don't think of everything, if you don't use every avenue available to you.

But there was no way we could take that win away from the Australians, there was no way the record could show that. It would have been — it was an incident enough at even the suggestion — and it would have



Barclay Walburton III's *Black Pearl*



Courageous' broken stick.

been a real international incident if it had been filed and allowed.

38: The New York Yacht Club put a lot of pressure on you?

Don: Well, there was some pressure on Dennis after the incident and I was just livid about it. After we crossed the finish line, Dennis asked the selection committee what their interpretation of the running light rule was. Bob McCullough called over after a brief discussion with Mosbacher, I think, and they said 'well, we don't think we want to win a race that way.' Dennis said, 'O.K., thank you very much.' But it turned out the committee rethought it and decided it indeed would be worthwhile to file. That's when a few of us in the crew hit the ceiling during dinner. Finally a couple of members of the crew approached Dennis and said that a straw pole had been taken and that the crew didn't think he should file a protest.

38: So it was never filed.

Don: No, it wasn't. A statement was released, however, saying that *Australia* hadn't displayed a running light after sunset as required by IYRU rules and so forth, and that even though it was the case, it wouldn't be fitting for a protest to be filed in a race of this stature because it wasn't in the spirit of the competition of the Cup — something like that.

38: Their win evened it up at 1-1; were you worried then or still confident because of all the practice?

Don: We weren't particularly worried. It . . . well, it went contrary to our plans more than anything . . . it was almost more like an aggravation than a worry. I'd say that we were concerned, and we displayed that concern by calling a lay-day whenever we thought the next day was going to be light.

38: A while back you said that sailing in the America's Cup is something you've wanted to do for 20 years. What is the attraction for you, is a 12 that great a boat to sail, or is it because of the prestige . . . ?

Don: For me the attraction has changed over the years. I can remember when I first became cognizant of the Cup, I was maybe 8 years old, and just starting to sail my *El Toro*. I think the biggest impression on me were the pictorials in *Life* magazine. There was one photo in particular with *Gretel* off Sydney Head or something — a picture that ran in what was then called *One-Design Yachtsman*; just looking at the size of the people vs. the size of the boat got me, as did the boat's power, and the functionalism. That picture is

still in my mind.

Later on the attraction became the chance to sail with very, very good people — all the people who were my sailing heroes. In the beginning it was one of those, geez, unattainable goals; when it became a little more real, working with the people and the 12 Meters themselves became the attraction.

38: Are the boats that fun to sail, that exciting?

Don: It's exciting to go upwind, but they're not as much fun as *Improbable* was fun, or fun like *Imp*, or anything like that.

38: What's the difference?

Don: A 12 is of course much heavier, and very powerful so it's fun to go upwind at a very close angle, and that kind of thing. But the fun is really their sophistication, the fact that they are such highly-bred examples of their kind. They are so finely tuned, and just about no expense has been spared to make them as good as they can be. I don't quite know how to explain it, but they're very tailored, to the people who sail them and that's rare.

38: A big part of the enjoyment is being able to achieve close to the boat's total sailing potential?

Don: Yes, that's a very enjoyable part of it, a very satisfying part. You know there are no excuses — for example, most of us in our own areas of the boat could do almost anything we wanted in what was called customizing our area, or equipment, as long as it complied with the rules.

38: Do you think you guys could have won in the other boats?

Don: I think we could have won in *Enterprise*, she's still very fast.

38: In terms of boatspeed, was *Freedom's* speed a lot better than the others?

Don: Yeah, *Freedom's* speed was a lot better, although that's only like 1/2 a percent or something.

38: Is that difference in speed something that could have been overcome by the crew?

Don: Yeah. Although I would say this year the sails were probably the biggest factor, or at least one of the biggest factors. The underbody may have been another. We might have been able to tack faster and turn tighter than the other boats, although *Clipper* could spin a tight circle, too.

38: Tell us more about the sails.

Don: The sail program was one of the more interesting aspects of the whole project, one Dennis handled deftly. First of all we had Hood, North and Sobstad sails, and

ho, ho we had representatives from both North and Sobstad aboard. We had some sails that Hood tested for us early on and all of them we worked on in our loft right here . . .

38: You have your own loft?

Don: Yes, it's about the size of North's loft in Alameda. It's hard to imagine the magnitude of this operation, I mean I'm sitting outside here between our shop and the trailer which serves as our office. Plus we've got some other support area around here.

At any rate, the development of the sails came about, I think, much in part due to Lowell and John Marshall's efforts on *Enterprise* in 1977, when everybody clucked their tongues at all the experimentation we did. I think that paid off.

Hood has always built fast 12 Meter sails, and so it was a matter of testing the Hood against the North and using the better of the two sails, at least in beginning. Later on North, in a very competitive way, came on very strong to develop a sail that was better than the Hood sails, and that is what eventually happened. We still had a good heavy air Hood main, but in the end I think most of the North sails were better.

38: Was North making money on these sails, or were they doing this in a half-way subsidy or something.

Don: I think they were making plenty of money on them. I don't know the financial arrangements that were made, but I've got to believe they were making money. The kevlar/mylar mains cost about \$14,000 each. But I'll tell you, for the money spent, the effort was there on North's part. And John Marshall, you can't quantify his efforts on a program like this, but the guy is just brilliant, I was really impressed.

And then there was Sobstad, a company that was really an unknown quantity in 12 Meter sails, and they came up with some of the fastest spinnakers we had. So we had those and a couple of their headsails that proved to be very fast.

38: What did it feel like when you won?

Don: It was the satisfaction of a goal attained, a long, long term goal. The satisfaction of seeing something through, something for me at least that hasn't happened very often.

38: Do you think most people felt it was more satisfying because it was a difficult and painstaking thing to do?

Don: Yes, I think so, and the fact that we got where we wanted to go within a few

weeks. We *did* have a lot of fun along the way. We did work long and hard, but we also had a lot of fun along the way. We had fun with one another, fun with people who took an interest in our program from the outside. We did a lot of special things, met some real nice people, had some great parties — it wasn't like we lead a celibate life by any means, and there were a lot of high points along the way to keep you going.

38: Could you justify doing it again?

Don: I'm afraid I could, yes.

38: Ho, ho, ho, ha.

Don: I'm really fearful that I could do that. It will depend on where I'm at in the next year — I'd like to really get my business going because I'm a little tired of being poor.

38: Do you expect to hit a psychological low now or will it stay with you?

Don: I think it will stay with me for a long time, something that I can look back with a lot of satisfaction. Now I can say in my 30 years that at least I've done one thing that I consider to be significant. Maybe at this time in life I was looking for something like this, because I kinda had been looking around for what I had done with the first 30 years of my life. Maybe 30 years is the benchmark that makes you think like that. I'm just sort of running off at the mouth, but really and truly, I feel like I kind of had to do this. Maybe now I can concentrate harder on some other efforts such as building up a business and that kind of thing.

38: Your business is what? Rigging back in the bay area?

Don: Some rigging, maybe some rep. work. I've seen some really nice products back here that I would like to take on. One product is the instruments that we have, they are Rochester Instruments which are tremendous . . .

38: We've never heard of them.

Don: Yeah, they're brand new, and it's hard to believe, but we didn't have a significant malfunction the whole time those instruments were on the boat.

Actually there's another case where — well, Lewmar really kicked Barient in the ass, and Barient is really moving now, with price competition and certainly good gear. By the same token, this new Rochester stuff may have gotten Signet off their ass, because they improved their System 4000 until *Enterprise* was using it pretty successfully, after originally running through dozens of units that would just fill up with water and burn out — that kind of thing.

38: So maybe something really does trickle down from the 12 Meters that would be of value to the average sailor.

Don: There really is, I was just going to say that. There is a lot that comes out of this event that is relevant to the recreational sailor. You test so much of this stuff under so many conditions that I think the feedback you give the companies is really important, and they've been receptive to ideas we've given them. There's a lot of reps back here, and they've been following their gear closely in a campaign like this.

38: What is going to happen now, does anybody want to come back?

Don: Oh yeah, they are really charged up. The Australians are going to build another boat, the British are going to build another boat — these are the comments I've been getting — so each camp is going to have a couple of boats.

38: Is Bich coming back?

Don: No, but he sold out to another French group that has promised to sail the next time around. I don't know if you've heard the latest from *Courageous*, but I think a foundation headed by Ted Jones or somebody bought *Courageous* and are going to put some bunks in it and sail the damn thing around like a mobile sailing school and try to do some fund-raising to build a boat called *Courageous*!

38: Is Dennis up for another round?

Don: Yes he is.

38: How can he take the time?

Don: I don't know, but we've just gone over the boat taking copious notes for the next boat.

38: Anything else you want to say?

Don: Just on this issue of 'so much expense for so few people sailing', ho, ho. I think I've started to say this before: there've been 100 to 150 people that have gone through here to try out for the crew positions, plus there have been untold numbers of junior sailors who have sailed on the boat in California and here in Newport. That's partially self-serving of course, to try and generate contributions, but the fact remains that a lot of young kids have sailed on a big boat that otherwise wouldn't have had the opportunity. I think that it's a worthy goal . . .

38: You think it's like the space program, which sort of geared everybody up and created by-products and that kind of stuff?

Don: I think that's a pretty good analogy. It certainly has given me the opportunity —



D.K.

I've been one of the fortunate few, that's for sure, you know, I'm not a preppie yachtsman and don't have great means — and a lot of good has come out of it.

38: How many west coast people involved besides you and Dennis Conner?

Don: Dennis Durgan was the only other. *Enterprise* had a couple, too.

38: If they do it again in '83, when does all the practice start?

Don: Spring of '82.

38: Oh my gawd! You'd better get your business going fast! Thank you, Don.

— latitude 38

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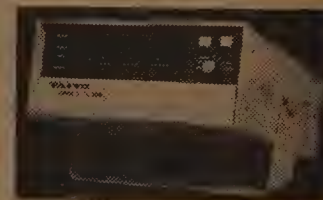
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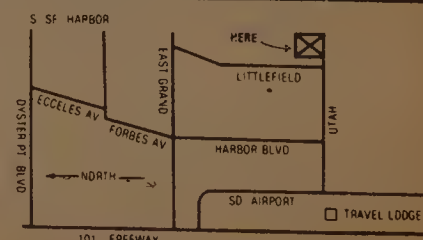
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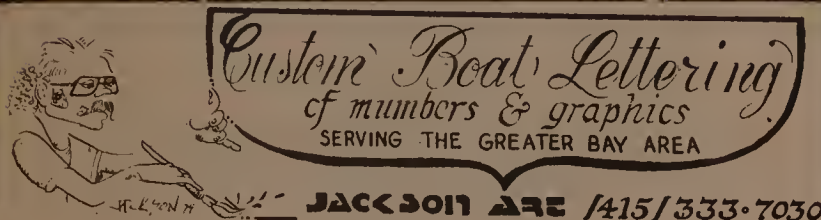
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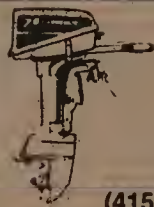
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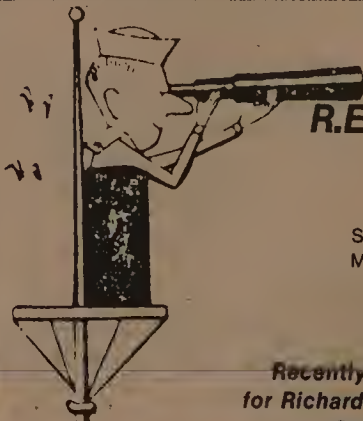
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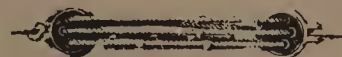
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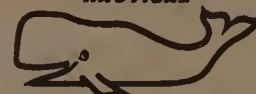
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| | |
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| 23' RANGER | 11,000 |
| 24' DEL REY, well equipped | 9,500 |
| 26' REINELL SLOOP, good Delta boat | 8,500 |
| 26' BALBOA | 11,500 |
| 26' DAWSON, aft cabin | 17,500 |
| 27' TARTAN, new engine | 18,500 |
| 30' HERRESHOFF, teak hull, dsl. | 29,500 |
| 30' ISLANDER, full keel | 21,950 |
| 31' BOMBAY PILOT HOUSE M.S. | 46,500 |
| 32' ISLANDER, diesel | 48,000 |
| 32' BRISTOL, diesel | 37,500 |
| 34' CAL MARK III, dsl., loaded with gear | 51,500 |
| 35' SPENCER, diesel | 27,000 |
| 36' HERRESHOFF NERIA KETCH, diesel | 61,900 |
| 36' PEARSON, diesel, excellent | 56,000 |
| 37' SEABIRD KETCH, dsl., aft cabin | 67,500 |
| 38' DOWNEASTER | 70,000 |
| 39' ATKINS INGRID, ultimate custom glass, cruise ready | 119,000 |
| 43' COLUMBIA, better than new | 72,500 |
| 44' ISLANDER, excellent | 79,500 |
| 44' GULFSTAR MOTORSAILER, great liveboard | 97,300 |
| 45' EXPLORER KETCH, aft-cabin | 94,000 |
| 50' CUSTOM SLOOP, excellent speculation opportunity | OFFER |
| 50' STONE YAWL | 68,500 |
| 60' HERRESHOFF KETCH, fiberglass | 235,000 |

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Select Brokerage Listings

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| 17' MONTGOMERY | \$ 6,000 |
| 20' BAY LADY | 2 from 3,450 |
| 20' PETERSON MERMAID | 4,000 |
| 20' CAL | 6,000 |
| 21' VICTORY | 2,500 |
| 22'6" RANGER | 9,900 |
| 22' TANZER | 9,000 |
| 22' CHRYSLER | 6,875 |
| 22' VENTURE 222 | 4,000 |
| 22' BRISTOL | 7,400 |
| 22' AMERICAN | 7,800 |
| 22' COLUMBIA | 2 from 5,000 |
| 23' NEWPORT VENTURE | 2 from 5,900 |
| 23' BEAR BOAT | 2 from 4,400 |
| 23' COASTER | 7,700 |
| 23' COLUMBIA | 6,950 |
| 23' ISLANDER | 5,500 |
| 23' BORDEN — LINDERMAN | 7,850 |
| 23' CLIPPER MARINE | 5,900 |
| 23' MAYA | 6,700 |
| 23' RANGER | 10,800 |
| 24' CAL | 4,500 |
| 24' FARR 727 | 16,500 |
| 24' S2 7.3 | 14,900 |
| 24' BRISTOL (Corsair) | 12,500 |
| 24' COLUMBIA CONTENDER | 4,000 |
| 24' ISLANDER | 2 from 6,000 |
| 24' PACIFIC SEACRAFT | 15,990 |
| 24'7" SANTANA 25' 1/4 TON | 13,900 |
| 24' COLUMBIA CHALLENGER | 8,000 |
| 24' SAN JUAN MKII | 2 from 15,000 |
| 25' O'DAY | 16,750 |
| 25' GOLDEN GATE | 5,500 |
| 25' TRIMARAN | 4,500 |
| 25' PETERSON 2-25 | 20,000 |
| 25' BARNEY NICHOLS | 11,500 |
| 25' ERICSON | 22,950 |
| 25' REINELL | 8,300 |
| 25' NORDIC FOLKBOAT | 7,200 |
| 25' CHEOY LEE PACIFIC CLP | 9,000 |
| 25' LANCER | 13,500 |
| 25' MERIDIAN | 12,500 |
| 25' CORONADO | 2 from 7,500 |
| 26' S-2 | 25,000 |
| 26' CLIPPER MARINE | 7,200 |
| 26' CORONADO | 2 from 12,500 |
| 26' COLUMBIA MKII | 2 from 10,500 |
| 25' NORDIC FOLKBOAT | 6,800 |
| 26' NORDIC FOLKBOAT | 7,200 |
| 26' INTERNATIONAL FOLKBOAT | 15,500 |
| 27' CORONADO | 2 from 12,500 |
| 27' ERICSON | 27,000 |
| 27' CATALINA | 15,950 |
| 27' VEGA | 27,500 |
| 27' HANNA GULFWEEDE | 6,000 |
| 28' COLUMBIA 8.7 | 44,000 |
| 28' NICHOLS BUCCANEER | 10,500 |
| 28' KINGS CRUISER | 3 from 7,500 |
| 28' TAI-PAN | 28,000 |
| 29' ISLANDER | 21,000 |
| 29' ERICSON | 26,500 |
| 29' COLUMBIA MKII | 19,500 |
| 29' COLUMBIA MKI | 21,750 |
| 30' PACIFIC | 14,000 |

| | |
|-----------------------------|----------------|
| 30' ODYSSEY YAWL | 28,500 |
| 30' CLIPPER MARINE | 15,000 |
| 30' PEARSON | 29,500 |
| 30' ERICSON | 2 from 22,500 |
| 30' FAREAST H-30 | 25,000 |
| 30' HURRICANE | 11,200 |
| 30' RAWSON PILOTHOUSE | 3 from 25,000 |
| 31' SEAFARER | 28,500 |
| 31' AFT CABIN | 35,900 |
| 32' CHALLENGER | 47,000 |
| 32' ISLANDER | 27,500 |
| 32' PEARSON VANGUARD | 34,900 |
| 32' HERITAGE MARINE | 25,000 |
| 32' PEARSON | 59,500 |
| 33' NOR WEST | 56,500 |
| 33' FJORDPLAST | 65,000 |
| 33' MORGAN OI | 45,000 |
| 34' TRUE NORTH | 75,000 |
| 35' FORMOSA | 52,000 |
| 35' LIFE BOAT KETCH | Offer |
| 36' CHEOY LEE CLIPPER | 59,000 |
| 37' WESTER PACIFIC (Rafiki) | 78,500 |
| 37' FAREAST GARDEN | 52,000 |
| 37' GULFSTAR | 85,000 |
| 37' O'DAY | 60,500 |
| 38' ALAJUELA | 91,000 |
| 38' FARALLONE CLIPPER | 50,000 |
| 38'7" COLUMBIA | 59,995 |
| 40' CHALLENGER | 89,000 |
| 40' STAYSAIL SCHOONER | 53,000 |
| 41' BENNETT | 47,500 |
| 41' CT | 75,000 |
| 41' FORMOSA | 78,000 |
| 43' WESTSAIL | 2 from 120,000 |
| 44' HARDIN BOUNTY | 110,000 |
| 44' PETERSON | 115,000 |
| 45' COLUMBIA | 82,250 |
| 45' FRANZ MAAS | 110,000 |
| 50' PEREGRINE | 220,000 |
| 51' FORMOSA | 156,500 |
| 52' CHINESE JUNK | 89,500 |
| 60' BURGER (Rhodes) | 250,000 |
| 61' ANA MARIA | 225,000 |
| 61' COLIN ARCHER | 95,000 |



**ANA MARIA — 60' Classic English
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**NEW 34' AFT CABIN FORMOSA
 SLOOP — Volvo dsl., Walk-through
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**FORMOSA KETCH, 1977 — Ford
 Lehman Dsl., full elec., incl. radar, 2
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Cityachts

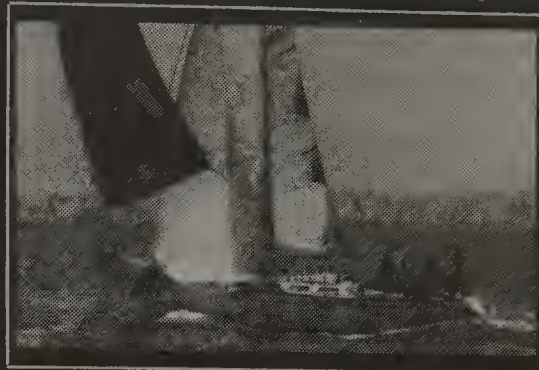
SAIL — SELECTED LISTINGS

| | |
|-------------------------------|-----------------|
| 20' CAL..... | 2 from 4,900 ★ |
| 22' COLUMBIA..... | 2 from 5,000 |
| 22' SANTANA..... | 10,000 ★ |
| 23' ERICSON..... | 6,000 |
| 23' KELS COASTER..... | 7,700 |
| 23' BEAR..... | 3 from 6,400 ★ |
| 24' GLADIATOR..... | 6,000 |
| 24' COL. CHALLENGER..... | 6,500 |
| 24' NORTHSTAR..... | 2 from 17,000 |
| 24' SAN JUAN..... | 2 from 16,500 |
| 24' NIGHTINGALE..... | 12,900 |
| 24' CAL T/4..... | 11,900 |
| 24' PACIFIC DOLPHIN..... | 15,750 |
| 25' KILLER WHALE..... | 13,000 |
| 25' PETERSON..... | 16,000 |
| 25' CORONADO..... | 6,400 |
| 25' MERIDIAN..... | 12,500 |
| 25' JR. CLIPPER..... | OFFER |
| 26' THUNDERBIRD..... | OFFER |
| 26' S-2..... | 25,000 |
| 26' EXCALIBUR..... | 9,700 |
| 26' COLUMBIA..... | 2 from 12,500 ★ |
| 27' CHEOY LEE O/S..... | 25,000 |
| 27' CAL..... | 16,000 |
| 27' SANTA CRUZ..... | 16,900 |
| 28' TAI PAN (CHEOY)..... | 26,000 |
| 28' WYLIE..... | 27,000 |
| 29' ERICSON..... | 26,500 |
| 29' MORGAN OUTISLAND..... | 22,000 |
| 30' BIRD..... | 15,000 |
| 30' SCAMPI..... | INQUIRE ★ |
| 30' CAL 3/30..... | 41,800 |
| 30' BIRD..... | 15,000 |
| 30' BIRD..... | OFFER |
| 30' PETERSON..... | 39,000 |
| 30' BURNS ½ TON..... | 39,500 |
| 30' HURRICANE..... | 17,000 |
| 30' KNARR..... | 4 from 7,700 |
| 30' PACIFIC..... | 2 from 12,500 |
| 32' HOLMAN SLOOP..... | 39,900/OFFER |
| 32' MOTORSAILER..... | 39,500 |
| 32' 5.5 METER BOAT..... | 7,250 |
| 33' CAL..... | 42,500 |
| 33' MOTORSAILER..... | 59,000 |
| 35' ERICSON..... | 49,000 |
| 35' PEARSON..... | 59,000 |
| 35' ALBERG..... | 39,000 |
| 35' GARDEN KETCH..... | 45,000 ★ |
| 36' L-36..... | 30,000 |
| 36' FARR ONE TON..... | 2 from 64,900 |
| 37' SEABIRD KETCH..... | 67,500 |
| 37' RANGER..... | 59,900 |
| 37' RAFIKI-CUTTER..... | 78,500 |
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| 38' FARALLONE CLIPPER..... | 2 from 42,000 ★ |
| 40' CHEOY LEE O.S..... | 67,500 |
| 40' GARDEN KETCH..... | 85,000 |
| 41' TARTAN 'Regardless'..... | 69,950 |
| 41' MORGAN..... | 105,000 |
| 41' SWAN..... | 160,000 |
| 42' NEW ZEALAND SLOOP..... | 58,000 |
| 43' METER (sister—Yucca)..... | 59,500 |
| 43' SWAN..... | 139,000 |
| 44' PETERSON..... | 110,000 |
| 45' STEEL YAWL..... | 110,000 |
| 47' STEEL KETCH..... | 95,000 |
| 50' OFFSHORE SLOOP..... | 220,000 |
| 55' STEWART KETCH..... | 170,000 |
| 57' SEA LION #1..... | 150,000 |
| 65' MOTORSAILER..... | 149,000 |

★ Boat Includes San Francisco Berth

AT OUR DOCKS!

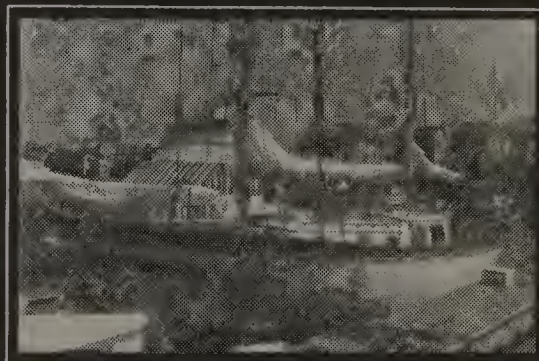
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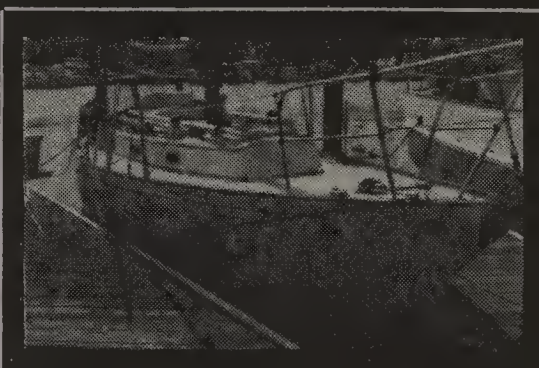
RANGER 37 — Extremely well-equipped, in impeccable condition, very successful racer. Asking \$59,900.



SANTA CRUZ 27 — Race ready, Bill Lee design, exc. condition. \$18,900. AT OUR DOCKS.



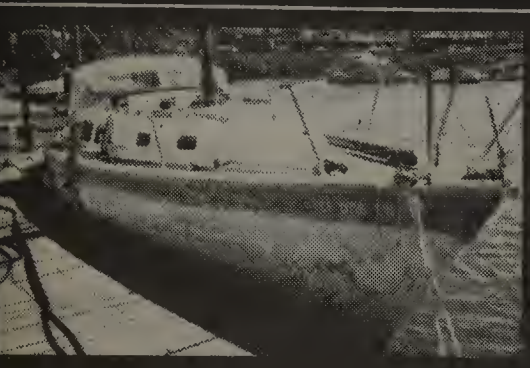
35' GARDEN KETCH — Warm mahogany interior with all the comforts; diesel, dinghy, S.F. berth included. Asking \$45,000.



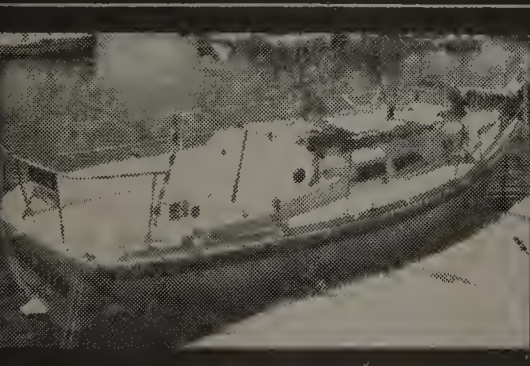
32' ENGLISH BUILT full keel fiberglass cruising boat. Well outfitted, extensive cruising history, S.F. berth Included. \$39,500.



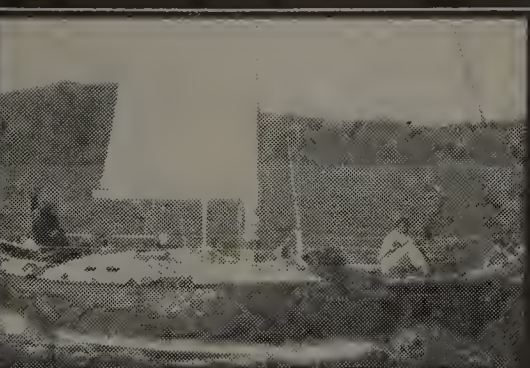
35' ERICSON — Swift, luxurious performance cruiser/racer in beautiful condition. AT OUR DOCKS — \$49,000.



CAL 33 — Veteran of numerous Coastal and TransPacific voyages. Comfortable cruiser & competitive racer, too much gear to list. Asking \$42,500. At our docks.



ERICSON 29 — Loaded with gear including autopilot, very clean, self tacking jib, spinnaker, etc. Asking \$26,500. AT OUR DOCKS.



TARTAN 41 — Highly customized, impeccable cond. w/all the gear you would every want or dream of. Seller extremely motivated & will consider all serious offers. Asking \$89,500. At our docks.

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With winches, durability is almost always taken for granted, but it shouldn't be. That's because when a winch wears out, it wears out gradually. Rarely will you see it break or feel it stop working; it just becomes harder and harder to bring in the same sail, and it happens so gradually you might not notice it for quite awhile.

But on grueling long-distance races like the South Atlantic Race (from Capetown to Punta del Este, Uruguay), the durability of the winches is very important. That's why Bobby Bongers discarded all the old winches and replaced them with Meissners on his fast one-tonner *Assegai* (named *Weet-Bix* for the race), before winning the 4,619-mile race in 1979. The conditions were obviously rugged, because she averaged 7.1 knots, only 0.1 knot below her theoretical hull speed.

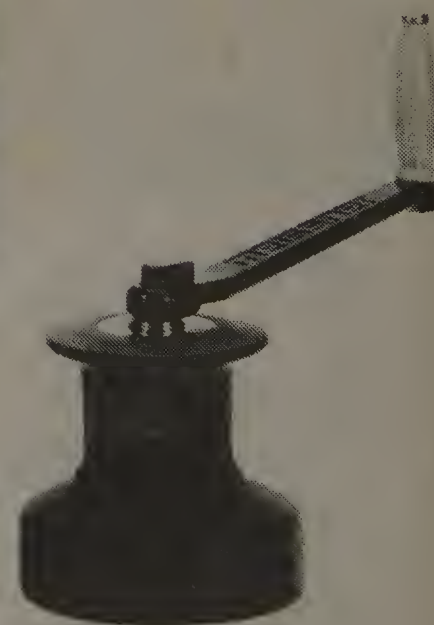
So if your crew is grinding in the jib or tightening the halyard slower than you'd like, it's time to take a good look at your old winches, and consider replacing them with Meissners.

You can take the durability of Meissner winches for granted.



Assegai (then *Weet-Bix*), winner of the 1979 South Atlantic Race

To find out more reasons why Meissner winches are best for you, contact us, and we'll send you a complete brochure and the location of your nearest dealer.



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